

# Navy News

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## WAR IN KOREA

Our two-part extra starts this month



## Gibraltar sets a rocky test for Ocean's Marines

page 16

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for  
**THE ROYAL MILITARY TATTOO in London**  
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# TAKE US ON TRIAL CALL TO WOMEN

WITH MORE women serving in Britain's Armed Forces than ever before, in proportion to men, the Ministry of Defence is to introduce a 'try it and see' system with the aim of attracting yet more female recruits.

Meet  
your  
**Navy**

## 19 ports on grand tour

NINETEEN ports around the British Isles will be visited by ships of the 'Meet the Navy' task group between May 27 and July 2. Vessels of the 24-ship deployment, led by the carrier HMS *Invincible*, will call at:

Chatham and London on May 27-29; Hull, Newcastle and Leith on June 3-4; Rosyth, Greenock and Barrow-in-Furness on June 17-18; Faslane, Glasgow and Ayr on June 18; Liverpool, Birkenhead and Northern Ireland on June 24-25; Royal Portbury on July 1; and Swansea, Cardiff, Newport and Avonmouth on July 1-2.

Taster Days with the Services will be offered as part of a cross-Government initiative aimed at providing work experience for young women in a range of jobs.

Announcing MOD's part in the plan, Armed Forces Minister John Spellar said very few organisations could match the Ministry's recruitment of one woman in every five management posts.

And there are now almost 17,000 women in the Armed Forces - 3,386 of them in the Navy - accounting for eight per cent of the trained strength of 208,000. More are on the way, with 13 per cent of all new recruits being women, 720 of them for the RN.

Mr Spellar said: "Career opportunities for women in the Armed Forces and MOD are many and varied. These Taster Days will show the exciting opportunities that are available.

"We promote the brightest and best regardless of gender, and women are now reaching the most senior ranks - Army brigadiers, Navy commodores and RAF air commodores."

Women can occupy up to 73 per cent of posts in the Navy, and MOD is undertaking a fundamental, long-term review of remaining exclusions. In the Navy these include service in submarines and as Royal Marines Commandos.

A spokesman at the Ministry of Defence said Taster Days were likely to be held at weekends. More details of the Services arrangements would be announced at a later date.



## Superb Merlin!

THE MERLIN, the Navy's new anti-submarine helicopter meets up with her 'prey' played by HMS *Superb* in the Atlantic deep-water test range.

■ Feature - centre pages.



## RFR long service medal to be ended

A JOINT Service decision has spelled the end of the Royal Fleet Reserve Long Service and Good Conduct Medal.

It had been awarded to ratings for 15 years combined active and reserve service. As there is no comparable medal in the other Armed Services, the Joint Service Review of Honours and Awards Committee recommended that it should be discontinued from April 1 this year.

However, ratings who left the Navy before April 1 can claim the medal after 15 years combined regular and RFR service, and those already in the RFR will be eligible until April 1, 2003.

Anyone who believes they are entitled to the RFR LS & GC Medal should apply with details to The Registrar, Royal Fleet Reserve, Room 2084, Centurion Building, Grange Road, Gosport, Hants. PO13 9XA.

## Three warships back Tall Ships

TWO Royal Navy ships supported the start of the Tall Ships 2000 Festival.

While the sailing ships were at Southampton, the Type 42 destroyer HMS Glasgow was open to visitors there, as was the city's University RN Unit vessel, HMS Blazer.

On April 16 Blazer took the Lord Mayor of Southampton out to the Glasgow which had anchored off Cowes for the ships' departure for Plymouth.

Glasgow's sister-ship, HMS Cardiff, had been due to start the Tall Ships Race from Plymouth on April 18, but that plan had to be cancelled when bad weather delayed the event for 24 hours.

## War museum for Scotland

SCOTLAND now has a National War Museum. It was opened at Edinburgh Castle by the Princess Royal on April 17.

Formerly the Scottish United Services Museum, it was closed for two years for redevelopment. It now has six new galleries housing a collection which explores the Scottish experience of war and military service over the past 400 years.

## Sultan tribute

HMS SULTAN ratings plan a tenth anniversary ceremony in tribute to four sailors from the establishment who died in a road accident on May 18, 1990.

The four were LMEMs David Keene and James McDade and MEMs Malcolm McDougal and James Morin.

Family members of LMEM Keene will attend the ceremony at a memorial to the four, sited at the Mechanics Training Group. Guest of honour will be Cliff Shorter, a former Sultan training officer who had the idea for the memorial.

## Shipboard fires fall to new low

FIRES on board the Navy's ships dropped to a new low last year. There were 69 incidents, only eight of which needed more than first-aid, compared with 84 in 1998, 12 of which required more than first-aid.

The figures compare with 94 fires in 1995, 88 in 1996 and 90 in 1997.

The biggest causes of fires were electrical (21), human

Three commended for their courage, stamina and teamwork

# Award for divers in fireworks bomb emergency



● Commended in triplicate – front to back, LS(D)s Sid Lawrence, Gareth Buffrey and Dave Audley.

THREE Navy divers have been honoured for their professionalism and bravery in dealing with a World War II bomb whose discovery threatened the success of the National Fireworks Championships at Plymouth.

The three, from the Devonport-based Southern Diving Unit 1, have been presented with C-in-C Fleet's commendations by Commodore Minewarfare, Commodore Barry Goldman.

They are LS(D)s Sid Lawrence, Gareth Buffrey and Dave Audley. The awards were in recognition of the considerable risk to which they exposed themselves, as well as the courage, stamina and remarkable teamwork they demonstrated throughout the dangerous mission in August 1998.

The badly damaged German 250kg bomb was unearthed by a mechanical digger at the former RAF seaplane base at Mount Batten. The site was evacuated and the fireworks championships due to take place near there that night had to be postponed.

Under the leadership of CPO(D) Ollie Holroyd, the team carefully moved the bomb across the site to a jetty slipway at the water's edge before attaching an inflatable, remotely operated mine lifting bag, ready for a tidal lift the following morning.

Once the bomb was afloat it was towed half a mile out to sea and lowered to the seabed where LS Audley dived to attach an explosive charge.

Retiring to a safe distance, the team detonated the bomb with spectacular results – and the fireworks competition went ahead that evening.



## Wham-bam, thank-you lads!

ONE OF the most dangerous mines used by Germany in World War II threw up this column of water 300ft high when it was detonated by Navy divers a mile off Berry Head near Brixham.

The GC influence mine, containing the equivalent of 2,000lb of

TNT, was dealt with by a team from Plymouth-based Southern Diving Unit 1 – Lt Cdr Mike Leaney, WO(D) Spike Hughes, and Divers Darren Jones and Nigel Froude.

The mine had been brought to the surface in the nets of the fishing vessel Barbican Maid. When the diving team arrived that

evening, the monster was lowered gently to the seabed.

The next morning the mine was dived on by Lt Cdr Leaney and Divers Jones and Froude to prepare it for a controlled explosion. The resulting tower of water that rose could be seen – and the thud felt – by onlookers at Berry Head.

# Course fees offer MOD defends its pay-out over harassment claim

DETAILS have now been announced of how Service people can claim up to 80 per cent of fees paid to civilian organisations for certain personal development courses.

The money – up to a maximum of £175 a year – can be recouped under the Forces' Standard Learning Credit Scheme announced under the Strategic Defence Review's 'Policy for People'.

As part of the Learning Forces initiative, the scheme aims to encourage and help personnel to invest in their own lifelong learning to improve their personal knowledge and skills, to enhance career prospects, and improve their job opportunities in civilian life.

A new Joint Service Defence Council Instruction – No. 4800 – gives guidance to Service people on what kind of courses would make them eligible for financial help, and how to claim.

They are advised to consider carefully the relevance of the course, their ability to cope with the pressures of study, the risk of disruption through the demands of Service life, and the flexibility of the study method.

Partial refund of fees can be

claimed for certain external courses including those at colleges of further education and similar institutions, open learning courses, individual tuition from recognised learning providers, NVQs, Open University Courses, distance learning and resettlement preparation.

## Sutherland takes a shine to London



● With Tower Bridge astern, HMS Sutherland adds to the lighting effect as she lies alongside the preserved cruiser HMS Belfast during a visit to the capital by the Type 23 frigate.

THE MINISTRY of Defence has defended its decision to settle out of court a claim in respect of harassment brought by a former Wren whose alleged harasser, a male rating, was cleared by a court martial.

Press reports which criticised the settlement quoted the amount paid to the ex-Wren as £30,000 – a figure which is not being confirmed by MOD, who say that the terms of the compromise agreement were confidential.

Answering the criticism, a spokesman pointed out that the Employment Tribunal claim was against the Ministry for allegedly not preventing the ex-Wren's harassment.

He also said that the claim related to sexual discrimination, whereas the male rating was charged under the Protection from Harassment Act 1997.

The settlement was reached on the basis of legal advice from counsel who applied the "balance of probability" test to the evidence, as a Tribunal would have done. At the court martial the prosecution had to prove its case beyond a reasonable doubt.

## Driver safety

DRIVERS of camouflaged Service vehicles of four tons and over are to wear high-visibility vests because their clothing makes them difficult to see when at the roadside. That is especially so when they are wearing disruptive pattern material. Details are published in Joint Service Defence Council Instruction 39/00.





## Clean up continues for Wyllie

WILLIAM Wyllie's most famous work, the 30ft Trafalgar Panorama at the Royal Naval Museum which he completed in his 80th year, has been restored as the centre piece of the new Trafalgar Story exhibition there.

Wyllie, a maritime artist of international renown and a key figure in the campaign to save Nelson's flagship HMS Victory for the nation, died in 1931.

Now his grave at St Mary's Church, Portchester Castle, has also been restored, thanks to funds from his two grand-daughters, the Society of Nautical Research, Hampshire County Council and the 1805 Club.

An inscription to his daughter Aileen, who helped him paint his masterpiece, has also been added.

Last month a ceremony to mark the completion of the restoration was led by the Vicar of St Mary's, the Rev Michael Cooper.

Among those attending was Mr Gordon Laing, who as a member of the Sea Scouts founded by Wyllie at Portsmouth accompanied his coffin when the Scouts rowed it from Portsmouth to Portchester in the battleship HMS Nelson's cutter.

## La Rue de Rodney

THE VILLAGE of Villeneuve-les-Béziers in France wants to name a street after Lt Rodney Maurice Rodgers, a RN pilot of 800 Squadron attached to HMS Emperor who was killed there on August 22, 1944 during Operation Dragoon.

The villagers wish to contact any close relatives of Lt Rodgers who will be invited to the naming ceremony. Write to John Gurnett at Purley Lodge Cottage, Purley Village, Pangbourne, Reading RG8 8AT.

## Concert dates

THE ROYAL Marines School of Music presents two major concerts at the Guildhall, Portsmouth this summer – with the Bournemouth Symphony Orchestra on June 14 at 7.30p.m. and an Open Day spectacular with prize giving and Beating Retreat on August 3. Tel 02392 824355 for tickets.

Charge card may halve costs in time and money

# MOD moves towards smarter shopping

EUROPE's biggest logistics organisation – budget over £4.5 billion and employing 43,000 people – was launched by Armed Forces Minister John Spellar last month.

Covering everything from missiles to mail delivery, the new Defence Logistics Organisation aims to deliver major improvements in the way the Armed Forces are supported and allow extra money to be spent on front line equipment.

Said Mr Spellar at the opening of the new headquarters in Bath: "Logistics might not sound very exciting to the man or woman in the street, but it is at the heart of military effectiveness. It is the business of getting the Armed Forces to where they need to operate and sustaining them while they are there."

"The DLO's mission will be to deliver a more efficient service more cheaply. It will be aggressively searching for new and imaginative ways of delivering support to the front line, ranging from partnership with industry to the introduction of one of the largest e-commerce systems in Government."

"It will ensure that our forces are supplied with their equipment

quicker, cheaper and better."

Mr Spellar had earlier launched a new Government Procurement Card (GPC) for the MOD – a charge card set to revolutionise the way the Armed Forces buy millions of pounds worth of goods and supplies.

At the Defence Aviation Repair Agency Sealand in Chester, he became one of the first people to use it, by ordering a computer component for a test facility at the site.

The order was among the first of millions in a new system that will transform the way small purchases are made at unit level. Quicker processing times and a faster procurement cycle may result in time and cost savings of up to 50 per cent.

"People will no longer have to fill in hundreds of purchase forms, sign things in triplicate and wait for weeks for their order to turn up."

"This charge card will allow people to order goods and services from locally approved suppliers, as

and when they need them. It will allow individual buyers to look around for the best product, best price and the quickest delivery time."

"There are some £600 million worth a year of routine purchases in the MOD. A significant proportion of this figure will now be bought with the GPC."

Supplied by company Barclaycard, a division of Barclays Bank, the GPC will be used throughout the MOD and the Armed Forces to buy low value goods and services such as spares, accommodation stores, tools, services and training support.

It looks and works in the same way as a normal bank charge card. Each one will have a specified spending limit depending on the individual user's normal anticipated purchasing requirements.

Individual purchasers will be able to use any supplier to make purchases by telephone, fax, e-mail or in person.

See "Smiles", page 18.



## Wall-to-wall smiles from China's CNS

CLEARLY enjoying himself on a fact-finding visit to Devonport, Chief of the Chinese Naval Staff Vice Admiral Shi Yunsheng was shown around the nuclear-powered submarine HMS Tireless, shortly before her departure on the round-the-world deployment Naval Task Group 2000 (see also page 4).

Accompanied by the C-in-C Fleet Admiral Sir Nigel Essenhigh, he then embarked in the carrier HMS Invincible for passage to Portsmouth.

● Left: Vice Admiral Shi tries a 20mm gun for size on board HMS Invincible. Above: met at the Ministry of Defence, Whitehall by the First Sea Lord, Admiral Sir Michael Boyce.

## JACK ET JACQUES

### La petite pièce de plastique

(Au superbe nouveau Naafi de HMS Invincible, à Portsmouth)

'Regardez ceci, Jacques – c'est la nouvelle charge-carte pour le MOD!'

'Qu'est-ce que c'est, then Jack? Je ne comprends pas.'

'Oh, c'est une bonne idée, Jacques – c'est comme le Barclaycard.'

'J'en ai une aussi, Jack!'

'Oui, Jacques – c'est de la même entreprise. Avec cette petite pièce de plastique, nous pouvons acheter tous les articles nécessaires, tout de suite, avec pas de paperwork, quand nous sommes en notre grand tour around le monde.'

'Quel type d'articles, Jack?'

'Employez votre imagination, Jacques – les essentielles, naturellement! Le vin, la bière, le nutty, les restaurant bills pour forgin' l'entente cordiale! Cette petite pièce de plastique, Jacques, elle ouvre un whole nouveau horizon de possibilités!'

'Magnifique! Et tout le monde a sa charge carte personnelle?'

'Er, non – pas tout le monde...'

'Mais vous en avez une, Jack. Pourquoi?'

'J'étais au grand launch parti à Chester et j'ai nicked la carte de John Spellar, l'Armed Forces Ministre, quand il n'était pas looking.'

'Non! Mais ce Monsieur Spellar, il n'est pas un clot. Il sentira bientôt un rat, je crois – et puis nous sommes dans le bouillon!'

'Bien sûr, Jacques! So il faut que nous allons très vite, avant de reaching la limite de crédit!'

'Mmm – je ne suis pas très heureux, Jack. Je n'ai pas d'expérience avec le spending en cette scale!'

'D'accord – je téléphonerai ma Mum et ma soeur Jackie – elles sont les spécialistes avec les cartes de credit...'



Illustrations par TUB





## Splendid chance to shout sweet nothings

MARITIME wargames off the coast of Scotland may not seem fertile ground for a brief encounter between lovers, but the Royal Navy has never shied away from breaking down barriers.

With the completion of an arduous Joint Maritime Course (JMC), HMS Splendid surfaced close to HMS Grafton – allowing a brief, if distant, rendezvous for Lt Mary Rider, Correspondence Officer in the frigate, and submariner Lt Richard Tanner.

As Grafton took station on Splendid's starboard beam, the happy couple sighted each other and, according to *Navy News*' source in the frigate, "frantic handkerchief-waving ensued, along with unashamed cries of 'I love you' between the smitten couple."

There was, however, said to be disappointment on board that Mary couldn't muster a tear for the occasion.

The romantic interlude occurred within the Minches on a crisp, sunny morning – a welcome relief from the dark clouds and typically inclement North Atlantic weather of the preceding days.

Grafton was the only major RN warship involved in the first JMC of the millennium, exercised alongside units from the Netherlands, Germany, Spain and Belgium.

The Type 23 frigate proved her vertical launch Sea Wolf system with a rousing hit during her live firing, and carried out further weapons training with her 4.5in gun and 30mm machine guns – all good preparation for her forthcoming spell of sea training.

## Double date for Tireless

TASK group submarine HMS Tireless has welcomed high-level international visitors on board in the run-up to her global deployment.

The Trafalgar-class submarine, based at Devonport, hosted Rear Admiral Marcantoni Trevisani, Chief of the Submarine Department of the Italian Navy General Staff – essentially the Italian equivalent of the RN's Flag Officer Submarines.

The admiral was a guest of the Second

Submarine Squadron, and took the opportunity to see how the boat was preparing for her seven-month deployment with Naval Task Group 2000.

A week later the submarine welcomed Vice Admiral Shi Yunsheng, the Chinese Chief of Naval Staff, who was undertaking a visit sponsored by the department of his British counterpart, First Sea Lord Admiral Sir Michael Boyce.

● **Taking a good look:** Rear Admiral Marcantoni Trevisani of the Italian Navy on the search periscope of HMS Tireless.



# Submariners enjoy island break



● **Winding down:** HMS Turbulent heads for port in Sardinia after conducting anti-submarine warfare exercises.

● **Family boat:** CPO Nobby Clarke (on left) with son OM Cohen Clarke on the bridge of HMS Turbulent.

SUBMARINERS from HMS Turbulent took a break from a hectic schedule of anti-submarine warfare (ASW) exercises in the Mediterranean to enjoy some rest and relaxation in Sardinia.

The boat put in at the US Navy port of La Madelena for a five-day visit, which gave all 120 members of the crew the chance to stretch their legs ashore.

Turbulent was met by a US Navy depot ship on her arrival and was escorted into the port with the assistance of an American pilot at the start of a standard operational stand-down.

■ Two of HMS Turbulent's crew will have more reason than most to remember this latest deployment as a father

and son both set sail in the submarine when she left Devonport Naval Base earlier this year.

CPO OPS SSM(S) Nobby Clarke and his son OM SSM(S) Cohen Clarke both ended up in the same boat when the 18-year-old was drafted on loan to Turbulent from HMS Tireless.

Nobby joined the Navy in 1976 and transferred to the submarine service in 1979, and Cohen followed his example by signing up in 1998 and joining his first submarine this year.

The duo, from Plymouth, are due back when HMS Turbulent completes her current deployment and returns to Devonport in the middle of May.



## Triumph returns from Gulf mission

HUNTER-killer submarine HMS Triumph has returned to Devonport after a successful training mission to the Gulf.

The Trafalgar-class nuclear submarine left the West Country in January to link up with the HMS Illustrious task group (see below) on a routine deployment to the Middle East.

Triumph, which last year became the second Royal Navy submarine to be fitted with the Tomahawk cruise missile system, was involved in a series of joint exercises with the United States and Gulf state navies.

The submarine, which carries a crew of 115, also made several port visits, including Bahrain and Dubai.

During her deployment, the Trafalgar-class boat travelled more than 13,500 nautical miles, and her crew have eaten their way through 424kg of bacon, 9,360 sausages, 14,000 eggs, 3,900kg of potatoes, 1,400kg of beans and 702kg of tomatoes.

After being reunited with their families, the crew took some well-earned leave while the submarine undergoes a period of maintenance in Devonport.

She is due to head back out on patrol later in the year.

■ **HMS Superb in AUTECH** – p20

## Astute berths contract agreed

A CONTRACT for the first stage of a £30 million project providing new submarine berthing facilities at Faslane has been awarded to AMEC Group.

The project, to be completed in 2004, will see the refurbishment of existing berths and the construction of new facilities for the Astute-class submarines.

The contract is part of the Building Down Barriers initiative, which aims to save money and time in construction projects.

## Frigate faces the world

GLOBAL task group flagship HMS Cornwall is completing preparations for her seven-month deployment.

The ship's company of the Type 22 frigate have endured six weeks of gruelling training under Flag Officer Sea Training staff at Devonport.

One of the key elements was the visit to the accident-prone village of Bull Point, where a disaster

relief exercise ensures Cornwall's sailors are capable of dealing with a wide range of problems.

The ship – which achieved a Very Satisfactory rating – is now undergoing a maintenance period in her home port of Devonport to prepare her weapons systems, machinery and sensors for the round-the-world trip leading Naval Task Group 2000, which will see her visit more than a dozen countries.

## Lusty welcome in Valetta

IF THE ship's company of carrier HMS Illustrious thought their Gulf deployment was busy, they hardly knew what hit them when they reached Malta.

The ship paid a courtesy visit to Haifa in Israel and Valetta, capital of Malta, after passing through the Suez Canal.

And with memories rekindled of an earlier Illustrious, which played a key role in defending the island during the siege of Malta in the war, the sailors were overwhelmed by the scale of the welcome.

More than 7,000 people, many ex-pats, went aboard the carrier during two days of ship open to visitors, and the Commanding Officer, Capt Mark Stanhope, was invited to lay a wreath during the annual George Cross Anniversary Service.

CPOPTI Derek Norden organised a hectic sports programme, with RN teams prevailing in most fixtures. Diving, yachting, fencing and climbing were also available.

Almost 200 members of the ship's company volunteered for a range of community tasks, including tidying a cemetery.

The ship now moves on to the major NATO exercise Linked Seas, to be staged over two weeks in the Atlantic and Bay of Biscay.

● **Naval support:** PO Ade Lightfoot reads his *Navy News* in the Deck Sea, accompanied by LOM Tom Bowler, WWTR Kirsty and LMA Maggie Ward (at rear).



● **Wet jet:** Harrier activity on the flight deck of HMS Illustrious.



## RFA returns

ROYAL Fleet Auxiliary supply ship Fort George rejoined the Illustrious task group after moving more than 500 tonnes of emergency supplies, including food, water, fuel and tents, during the Mozambique floods.

The ship, with five Sea Kings of 820 Naval Air Squadron, spent nearly two weeks on humanitarian duty off West Africa.

■ **Engine change** – p12  
■ **Defence Secretary** – p19

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## Facts and figures

**Class:** Type 42 destroyer  
**Pennant number:** D92  
**Builder:** Cammell Laird, Birkenhead  
**Launched:** September 25, 1980  
**Commissioned:** July 1, 1982  
**Displacement:** 4,100 tonnes  
**Length:** 125 metres  
**Beam:** 14.3 metres  
**Draught:** 5.8 metres  
**Speed:** In excess of 28 knots  
**Complement:** 240  
**Main machinery:** Two Rolls-Royce Olympus gas turbines, two Rolls Royce Tyne gas turbines; two shafts; controllable pitch propellers  
**Weapons:** BAe Sea Dart surface to air missiles; Vickers Mk 8 4.5-in gun; Vulcan Phalanx; 20mm close-range guns  
**Sensors:** Marconi/Signaal Type 1022 air search; Plessey Type 996 air/surface search; Kelvin Hughes Type 1007 and Racal Decca Type 1008 navigation; two Marconi Type 909 fire control; hull-mounted sonar  
**Aircraft:** Lynx helicopter

● HMS Liverpool off Gibraltar.



## Cruiser lost her bows in air attack

**T**HERE are seven predecessors to the current HMS Liverpool, one of which never made it into service.

The first, a 681-ton 40-gun vessel, was launched in July 1741, and served off the coast of Spain and in the Mediterranean before being sold in September, 1756.

Early 1758 saw the launch of the second Liverpool, and in the 20 years before she was wrecked off Long Island in North America she served in the Channel, the North Sea, Newfoundland and the Mediterranean.

The third of the name was a Blackwall ship carrying 50 guns, which appeared in 1814 but was sold eight years later at Bombay.

Liverpool number four was ordered in mid-1825, but cancelled before the end of the decade, so the next ship to see service was a wooden steam frigate, launched in October 1860, and sold 15 years later.

The sixth Liverpool, a second-class cruiser of 4,800 tons, won the first of the name's Battle Honours.

She served with the Home Fleet from 1910 to 1914, gaining an honour at Heligoland Bight, and saw out the war in the Adriatic.

The destroyer's immediate predecessor was a 9,400-ton cruiser, completed a year before the outbreak of war.

In June 1940 she and her squadron conducted a long-range action with three large Italian destroyers off Greece, sinking one.

However, much of the rest of the war was spent under repair as the ship was twice seriously damaged by air attacks – her bows were blown off in October 1940 and, shortly after returning from the United States, she was holed on the starboard side.

She was finally broken up in 1958.

## AIRCRAFT OF THE ROYAL NAVY

### No 43

## Hawker Sea Fury

**BEING FIRST** and last are among the Hawker Sea Fury's distinctions – the first British Naval aircraft in regular service to have power-folding wings, and the last piston-engined fighter to serve in the Fleet Air Arm's front-line squadrons.

Hawker's Hurricane designer Sydney Camm led the team behind the Fury, developed as a result of the Allied shock at encountering superior Japanese fighters such as the Mitsubishi A6M 'Zero' in 1941-42. The Fury was a smaller and lighter version of the Hawker Tempest – which in the closing years of the war became the scourge of Hitler's panzers.

Near the end of the war jets had appeared, and the production order for the RAF's Fury was cancelled. However, the Royal Navy went ahead with a carrier-borne version, the Sea Fury. The first of 100 production aircraft flew in 1946 and the type entered service with 807 Naval Air Squadron in 1948.

It eventually equipped five other Fleet Air Arm front-line squadrons – 801-805 inclusive, an RAN squadron and two Canadian squadrons.

With a top speed of 460mph, good handling qualities and an armament which included four 20mm cannons, and rockets or bombs,

the Sea Fury proved a devastating and versatile weapon throughout the Korean War in 1950-53. It flew from four carriers – HM ships Ocean, Theseus and Glory as well as HMAS Sydney.

Although used primarily in the ground-attack role, the Sea Fury is probably best remembered as the first British piston-engined aircraft to shoot down a Communist jet – a MiG-15 – in the Korean War.

The pilot, Lt Peter Carmichael was given the credit, though he modestly attributed his feat to the inexperience of the MiG pilot and the help of the other members of his flight.

But it was already the age of the jet fighter, and in the year the Korean War ended, Sea Furies began to be replaced in front-line service by Hawker Sea Hawks.

There was still a place for them, however – in the RNVR, and from 1951 they began to equip six Reserve squadrons, replacing ageing Seafires. They continued in that role until 1957 when the RNVR air divisions were disbanded.

The Sea Fury FB II was powered by a Bristol Centaurus 18 engine producing 2,480hp. Loaded weight was 12,500lb and it could carry a payload of 12 60lb rockets or two 1,000lb bombs beneath the wings.

● The Hawker Sea Fury – a versatile and effective weapon in the Korean War.



## Ship born on the Mersey

**T**HE TYPE 42 destroyer is still the Royal Navy's primary air defence platform, more than 20 years after the first of the class entered service.

HMS Liverpool was the last of the Batch 2 destroyers – built at Cammell Laird in Birkenhead, she entered service just before a tranche of modifications was made to the class as a result of lessons learned in the Falklands War.

She was, however, the first Navy warship to be built under a revolutionary new, faster process, in which the hull was built in sections and heavy machinery and equipment fitted while still under cover.

The separate elements were then assembled, and the ship launched conventionally in September 1980.

Her air-defence systems centre on the tried and tested Sea Dart missile system, designed to provide area defence for a group of ships.

In such cases, Liverpool would act as a forward picket, standing guard in case of air attack against

the rest of the task group.

The twin-barrel missile launcher can also be used against surface targets.

Liverpool also has a 4.5-in gun, which can again be used against air or surface targets, but is also effective in shore bombardment.

Close range defence is provided by a number of smaller-calibre guns and the Vulcan Phalanx system.

Destroyers can also perform anti-submarine duties.

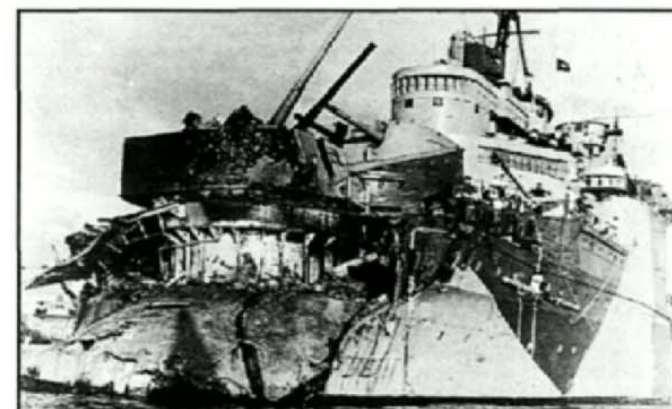
Using her active sonar system, Liverpool can locate the submarine, then send up her Lynx helicopter to attack the target with homing torpedoes.

The Lynx can also deliver Harpoon anti-ship missiles.

■ Liverpool goes home – page 8

## BATTLE HONOURS

Heligoland .....	1914
Mediterranean.....	1940
Calabria.....	1940
Malta Convoys .....	1940
Arctic .....	1940



● Blunted – the wrecked bows of cruiser HMS Liverpool after an Italian air attack in 1940.

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# Letters



## JACK



### Called to account

WE believe we get a food allowance of £1.80 per man per day, prisoners get £2.70 and guard dogs at Faslane £3 per dog per day. Surely this can't be true, as how do RN chefs deliver such nutritious, tasty and well-presented meals day after day? - **Junior Rates Mess, HMS Endurance**

I AM sure that the subject of hosiery allowance has been addressed in your letters column before, however I would like to know how the MOD agreed to the sum of £1.18 being reasonable to cover the cost of hosiery for a month.

I appreciate that most of the females now wear trousers, however I am serving at a shore base where we are still wearing skirts and to date the cheapest pair of stockings I have found costs 99p, which once snagged on a filing cabinet or even with general wear and tear, definitely does not last a whole month.

Perhaps a system where, upon production of receipts an averaged amount is re-imbursed to those who are still required to wear tights or stockings as part of their daily rig?

As well as being out of pocket, black hosiery items are increasingly difficult to find in the shops as generally only evening wear ones are available in black, at an average cost of £3 per pair! - **An out-of-pocket LWTR**

### One-eyed Royals

ARTICLE 1207 of my 1906 Copy of King's Regulations states: "No Marine shall be discharged for the loss of the left eye only, but the loss of the right eye is to be considered as rendering him absolutely unfit for service."

Presumably this was because he used his right eye to sight his rifle. One wonders if this same rule applies today? - **P. Seaborn, Tiptree, Essex.**

This one stumped HORM, I'm afraid - but someone out there must know. - **Ed**

## New discipline for teaching leadership

IN RESPONSE to correspondence about leadership and personnel management in recent editions, I think that Mr Davison would be both surprised and pleased to see how modern and relevant the training and development in these skills has now become.

The Navy has re-emphasised the need to provide high-quality management competencies matched with leadership skills honed under stress and that these should be provided at all stages of officers' and ratings' careers.

Accordingly, HMS Excellent, in the form of the Royal Naval School of Leadership and Management, leads other naval schools and colleges in providing such training and guiding development of competencies and skills.

The standard mirrors the very best provided by other Services as well as by industry at home and abroad. This training is now integrated with professional training and development and, in the case of Leading Rates' and Petty Officers' Leadership Courses, will be a requirement for promotion.

The new Personal Development Record will give every Naval person the opportunity to compile and present evidence of all their training and development to future employers or examining and accreditation bodies. Were Mr Davison to undertake a Petty Officers' Leadership Course today he would complete a modern leadership and management course that is consistent with a set

of national competencies approved by the Government (the Management Charter Initiative).

Additionally, assuming he passed, he would be awarded a certificate of underpinning knowledge which can be set towards obtaining a highly respected National Vocational Qualification Level 4 in Operational Management.

I am particularly grateful to WO Neill for pointing out that the practices we teach are much more sophisticated than the use of simple Naval discipline (although that always remains available). People are working very hard at present, resources are tight and ships' programmes busy and there are a lot of major changes being handled by everyone. It is even more important, then, that we teach our people the basics of good leadership and management based, exactly as WO Neill says, on the needs of the individual and of the Service. - **Cdr T. J. A. Forster, RNSLM, HMS Excellent.**

### Under new flags?

ON THE back page of your March issue you have a photograph of HMS Kent arriving at Portsmouth from the Clyde and she was wearing what appears to be the Blue Ensign of the Royal Fleet Auxiliary.

How come? I have always understood that flag etiquette demands that an HM ship wears the Red Ensign whilst in the hands of the builders until such time as she is accepted into the Service. - **Lt Cdr J. E. Tucker, Brixham, Devon**

WHAT is the defaced Blue Ensign flown by HMS Kent and why? Also, can you explain how the former Royal Yacht HMY Britannia currently flies one with a queen's crown atop a George Cross in the lower fly? - **Michael J. Kaye, Headingley, Leeds.**

As we noted in our August 1999 edition, HMS Kent, then pictured successfully completing her contractor's sea trials, was doing so for the last time under the Red Ensign.

A recent change in regulations now requires new ships to fly the Blue Ensign while on trials.

As to the HMY Britannia question, we asked Cdr Bruce Nicholls - 'The Flag Man' - to pronounce on that one. He says the blue ensign with a crown and cross worn by the former Royal Yacht is the ensign of the Royal Fort Yacht Club and that the cross is the Maltese Cross and not a St George Cross. Other flags currently flown by the yacht are the Union Jacks at the Bow and Mainmast, the Cross of St Andrew at the foremast and the ship's own flag at the mizzen - this is a crest of Britannia designed by the vessel's current owners - **Ed.**

## David and Goliath tale of Pigmy

THE ROYAL Navy of Victoria and Edward VII's reigns had an unshakeable belief in its ability to do anything, anywhere, anyhow, at any time. The accuracy of this belief was amply demonstrated by the crew of HMS Pigmy during the Boxer Rebellion.

In September it was decided to occupy the Chinese forst at Shanhaikuan. The gunboat Pigmy's largest gun was a 4in and her authorised ship's company was 73. Reaching Shanhaikuan on September 30 Col Powell of the 1st Gurkhas, Sir Walter Hilliard, a political officer and the captain of the Pigmy, Lt Green went ashore to meet the Chinese general commanding - who promptly surrendered the forts and the railway station to them.

A lieutenant and 18 men from the Pigmy supplied the occupation force. This gave the railway station a garrison of one officer and six men, leaving two bluejackets to each of the six forts, one of which held 40 guns!

The comedy had only just started, however. A Russian column arriving overland was politely refused admission. Pigmy, leaving the lieutenant and his tiny garrison to defy the Russians, steamed like hell to Taku for further instructions. By the time she got back, carrying an additional 50 men, the situation had developed even further because the Russian cruiser Rurik, with a ship's company of almost 800 had arrived and landed a party, who were also politely refused admission.

It was not until some hours later, with the arrival of the Commander-in-Chief and the international fleet, that the Pigmy garrison stood down and the railway station and the forts were garrisoned by the different nationalities.

The Boxer Rebellion was the swan song of the Naval Brigades, but what a record they had. My own records cover at least 37 separate campaigns between 1837 and 1901 - no wonder the matelot of the day was known to the British public as "the Handyman". - **R. F. Eggleton, Weymouth, Dorset**

I KNEW nothing about the Boxer Rebellion of 1900 and the Royal Navy's part in it until I started to read the March supplement. As I read about the places involved and that a mixed force including a party under Cdr Cradock from HMS Alacrity was there, I became amazed at a huge coincidence.

In 1946 I was a stores accountant on board the sloop HMS Alacrity based at Hong Kong. We were sent to Taku in Northern China when the Communists were just starting to cause trouble.

Shore leave was announced and part of the ship's company went by train to Tientsin under an armed guard. I don't think any of them had thoughts of history repeating itself and the track being ripped up in front and behind them, as happened in 1900.

Later we called in at Amoy and nearly created our own riot. Morning shore leave was granted and all went well until one rating got into an argument with a local lad selling goods from a tray strung round his neck.

The result was that the tray got upturned and a crowd soon gathered. All ratings were ordered back to the ship, an armed guard was placed on the jetty to keep back hundreds of shouting Chinese.

We were ordered to sail at one hour's notice and I think one or two ratings were left behind and had to be flown back to Hong Kong. - **Albert Goddard, Chapel-en-le-Frith, High Peak.**

### Coaling ship, by Coish

ON SEEING the photograph of the coaling squad at HMS Ganges (February issue) I was prompted to send in this postcard sketch by H. Coish, a well-known water colourist in the Portsmouth area who, I believe, was a painter in HM Dockyard between about 1880 and 1912. - **C. Moore, Cottingham, Hull**

I WAS on board HMS Foulness in 1956. She was a coal burning ex-trawler/minesweeper laid up in Rosyth dockyard. The Admiralty decided to send her to Singapore to be converted to oil fuel and tank cleaning vessel. All the ports we stopped at, we coaled ship. In Luanda the coal was breeze blocks of cinder, and ironically each one had a crown stamped on it - made in Cardiff too, all 130 tons of it. - **B. Fisher, Peterborough**



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# Letters



## Broadside views widen

CONTROVERSY continues to rage over the photograph of HMS Vanguard firing her main armament which we carried in September last year and dated 1956. Mr William G. Barnes, from Telford, who served in the battleship in 1947-49 says it was taken during trials in the North Sea in 1948 – and encloses another splendid view of the occasion (above).

Mr G. L. B. Pitt, of Old Harlow, Essex, says it dates from her period in the Mediterranean during the following year and Sid Baker, of Didcot, Oxon says it was off Cape Wrath, late June or early July 1954 ("We fired an eight-gun broadside. I was standing behind B Turret and it was an awesome sight. 46 years on I can still recall the way it shook the ship").

A. Tremlett of Pontypool said it happened when the ship was working up to King George VI's tour in her and Capt F. Parham ordered a broadside ("Eight smoking barrels, lots of dirty bits out of fan trunking, many broken light fittings, lots of broken glass, busted stud welding around barbettes, royal and Admiral's quarters made messy"). Brian Forbes, of Alverstoke, Hants, who was on Vanguard's bridge at the time, has checked his journal and is "pretty certain" the actual date was May 16, 1949 – but the ongoing debate "confirmed my original belief that the original photos were impressive enough to remain in circulation, gradually becoming decoupled from the date and occasion of the actual firing."

## Cheers an' God bless

DURING Queen Elizabeth's reign the tubs used for mixing and dispensing the tots were inscribed "The Queen God Bless Her". Will someone with a long and accurate memory tell me if during the reigns of George VI or George V they said "God Save The King" or "The King God Bless Him". – W. Alexander, Edinburgh.

The answer is probably both. 'Nelson's Blood', the definitive history of Naval rum by Capt James Pack, recently re-published by the Royal Naval Museum, carries a picture of the grog issue on board HMS Topaze during the reign of Edward VII which clearly shows the tub inscribed "The King God Bless Him". "God Bless The King", however, is shown aboard HMS Glory during the same period. As so often, in earlier years, it appears there was no overall conformity. – Ed

IN THE Millennium Special in your January issue there is a photograph of HMS Terrible in Hong Kong harbour in 1900 at the time

of the Boxer Rebellion. Along its side, sailors suspended on (invisible) netting form the words "God Save The King".

This must have been the ship's party piece. I have a more or less identical photograph of HMS Terrible taken, so my father told me, at a Spithead Review, possibly in 1902.

My father may have been one of the suspended sailors. He served on the Terrible's commission to China in 1899 from where the ship went to South Africa to help with the Naval Brigade in the Boer War. – Mrs F. E. Saunders, Salisbury, Wilts.

## Ironical smile

I WAS a proud member of the Royal Naval Supply & Transport Service from its inception in 1965 right through to its demise in the mid 90s. We were responsible for the total logistic support of the Royal Navy and the running and management of the RFA Fleet.

One of the RNSTS responsibilities was the victualling of the Fleet, a task proudly performed by 'civil servants' for centuries,

Samuel Pepys being a notable contributor!

The dismantling of the RNSTS began by giving this task to Naafi. Eventually the task was dumped on the 'private sector' – and now imagine my ironical smile as I read in the April edition that a new in-house organisation called the Defence Catering Group has been set up to do the task that we in the RNSTS, and before, had so successfully been doing to the satisfaction of the Fleet for hundreds of years. – Peter Yeman, Corsham, Wilts

## Flank speed

REGARDING "Flank speed". I contacted a group of Chiefs from all over the world on the Internet. The answer that came back from the USA was similar to what I thought: "To make an 'end run' or steam around the flank (end of) an enemy meant having to cover extra distance. Since time was usually critical, captains would almost always cover this distance in the fastest possible time, hence 'flank speed'". – Bob Davidson, Malvern, Worcs.



## Nuisance valued

REGARDING the fires which recently caused horrific damage in the Cape – especially around Simonstown – your readers may like to know that the grave of the famous wartime Great Dane, AB Just Nuisance, was miraculously unscathed while all around was burnt down.

As my picture, taken on a recent holiday there, shows, it is kept in immaculate condition by the South African Navy. – E. Ripley, Wolverhampton.



## Changing patterns

I ENJOYED the article on ships' badges and enclose copies of some early Naval letterheads I found in an old Victorian scrapbook – S. C. Mills, Redruth, Cornwall.

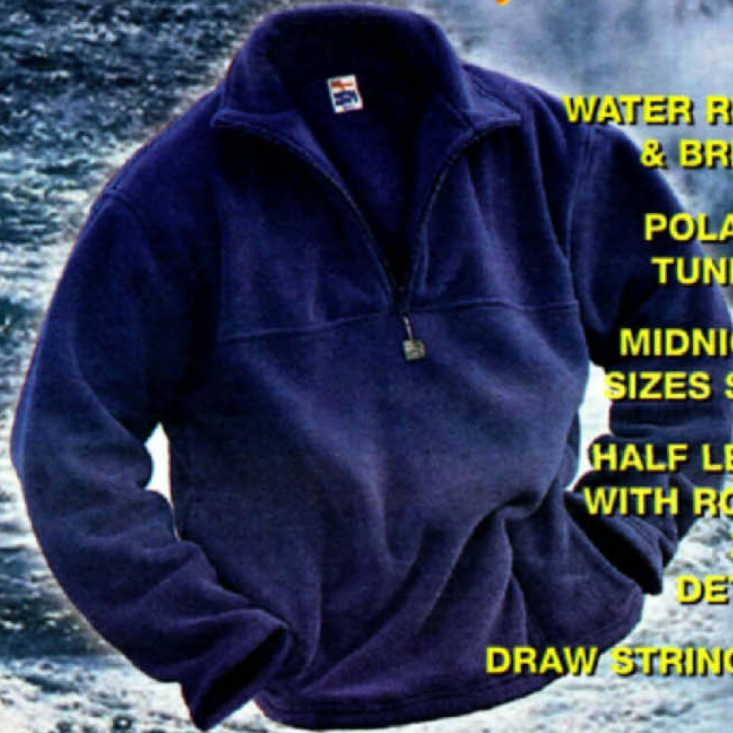
Note the differences between the earlier, unofficial badges for HMS Archer and HMS Northumberland and the approved sealed patterns that followed after 1919, as used by the present-day units bearing those names. – Ed

SOME years ago I purchased in an antiques supermarket what I believed to be a ship's badge. It is in brass, about three-quarters of an inch thick, surmounted by the Naval crown, with "rope" frame and a bottom scroll bearing the incised letters "Strikehard". The centre-piece is of the ocean with the tail of a typhoon in the background, three bolts of lightning coming out of the clouds. I have tried all the sources I know, but no-one seems to have any knowledge of "Strikehard". – Jack Hodgkinson, Reading, Berks

We find no record of "Strikehard" in any of our references. The badge of HMS Striker, a World War II escort carrier, featured a bolt of lightning against a plain black background – Ed

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## IN BRIEF

## Merlin deliveries reach half way mark

DELIVERIES of the Royal Navy's newest aircraft have reached the half-way mark with the handing over of the twenty second Merlin helicopter.

RN22 was handed over to the Defence Procurement Agency by Prime Contractor Lockheed Martin at a ceremony at GKN Westland's Yeovil site.

The latest aircraft is one of several assigned to 824 Naval Air Squadron which will commission at RNAS Culdrose on June 2.

The squadron will be responsible for all aspects of aircrew and maintainer training for the Merlin.

A total of 44 Merlins have been ordered and the aircraft is due to enter front-line service next year.

## ... as yet another milestone is passed

THE MERLIN has passed another milestone with the completion of a three-week detachment to RFA Argus.

Two aircraft from the Intensive Flying Trials Unit 700M embarked in the ship and clocked-up more than 90 hours.

With the assistance from the RFA Argus team the pilots were able to develop standard operating procedures for Merlin embarked operations.

It was the first Royal Naval detachment of Merlin to an aviation-capable ship.

The Squadron, which has a new commanding officer with the arrival of Lt Cdr Paul Crudgington, has further detachments planned in Denmark, Norway and Scotland. □ Merlin in the Bahamas - centre pages.

## Jools will jazz-up Wings and Strings

JOOLS HOLLAND and Sir George Martin should help to ensure soaring ticket sales for a unique event at Royal Naval Air Station Yeovilton in June.

The jazz musician and ex-Beatles Manager are topping the bill at Wings & Strings, two evenings of music, flying displays and fireworks at the Somerset establishment on June 23 and 24.

Jools and his Rhythm and Blues Orchestra will entertain the crowd with an informal evening of jazz while they enjoy flying displays by a range of modern aircraft including the latest Sea Harriers.

And on the Saturday the 'fifth Beatle' Sir George Martin will join forces with his old friend Ron Goodwin for a performance with the Foundation Philharmonic Orchestra. While they work through Beatles classics and Ron Goodwin's wartime favourites the



spectators will be dazzled by a display from historic aircraft including the Royal Navy Swordfish.

And special arrangements of 633 Squadron, Where Eagles Dare, The Battle of Britain and Live and Let Die will ring through a purpose-built arena to make for an unforgettable performance.

The outdoor show was a huge success when it was first staged at Yeovilton last year and more than 10,000 spectators are expected at this year's events which will both be brought to a spectacular conclusion

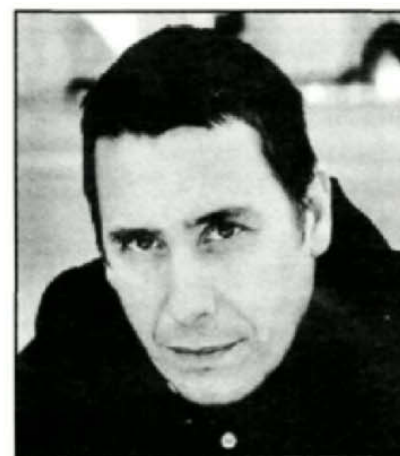
with a grand display of fireworks set to music performed by the Foundation Philharmonic.

Visitors will be able to bring their own picnics or choose from a selection of retail outlets, and corporate hospitality will be available by prior arrangement on both nights.

Tickets are already on sale and there is a discount for people buying them before May 1. Special child and family deals are also available.

All the proceeds of Wings & Strings 2000 will go towards the Royal Navy Historic Flight. For more details, call the ticket hotline on 0870 442 0862. For corporate enquiries call 01985 844811 and for fax bookings you should use 01985 844638.

Information is also available on the website [www.yeovilton.org.uk](http://www.yeovilton.org.uk) and you can contact the event office by e-mail on [wings@yeovilton.org.uk](mailto:wings@yeovilton.org.uk)



## Air Day set for July

YEovilton International Air Day on Saturday July 15 will be even more spectacular this year as the base is celebrating its Diamond Jubilee.

The establishment was first commissioned as HMS Heron in 1940 and the hugely popular air show will pay tribute to the Royal Navy aircraft and aircrew who have flown from Yeovilton and helped to shape Britain's history ever since.

Modern aircraft of the Fleet Air Arm such as the Sea Harrier, Sea King and Lynx helicopter will put on a dazzling display alongside historic aircraft which have served the Royal Navy in decades gone by.

And they will be joined in the Somerset skies by flying display teams and dozens of other military and classic aircraft from all over the world.

Skydivers will add to the fun and on the ground, hundreds of other aircraft will be on static display as well as military vehicles, a fun fair, trade exhibits, Service displays, Careers information stands and computer attractions.

Helicopter flights can be purchased to view the event from the air and ticket holders will also get a 20 per cent discount on the entrance fee to the Fleet Air Arm Museum. Gates open

at 9am (parking is free) and the day ends at 6pm with an awesome airborne assault staged by Royal Marines and the Commando Helicopter Force.

Advance tickets are already on sale at £10 for adults, £5 for children and OAPs (children under five are admitted free) and family tickets (two adults, two children) are on sale at £30.

After July 10 adults, children and OAPs will all be charged £1 extra and the cost of a family ticket goes up to £40, so it's worth calling the Credit Card Ticket Line early on 01935 455 958. Lines are open from Monday to Friday from 9am to 4.30pm.

For further information you can write to The Air Day Office, RNAS Yeovilton, Ilchester, Somerset BA22 8HT, e-mail [airday@freeuk.com](mailto:airday@freeuk.com) or visit the event website [www.airday.freeuk.com](http://www.airday.freeuk.com)



● AIR DAY: The spectacular show takes place at RNAS Yeovilton on July 15.



● SEA HARRIERS: Visitors to Air Day 2000 will be shown the amazing versatility of the aircraft by some of the Royal Navy's top pilots.

## Lynx crew boosts the 'entente cordial'

HMS NORFOLK'S Lynx Flight furthered the 'entente cordial' with a three-week deployment to a French frigate.

Although RN helicopters have spent up to three days in French vessels before, it was the first time that a full integration of a flight had been attempted.

The two aircrew of 207 Flight's Lynx, call sign Navy 361, brushed-up their schoolboy French with an intensive course at Dartmouth and flew from Yeovilton to the French naval air station Lanveoc in Brittany.

And in the meantime their seven maintainers moved the Flight's equipment and spares across the channel to the George Leygues-class French frigate Primauguet.

Despite major differences in the role and operation of the French and British Lynx the Flight was warmly welcomed and some strong friendships were formed.

The evolution could well lead to a French Lynx embarking in a Royal Navy warship or possibly an even longer RN deployment with the French Navy.

## LIVERPOOL EXERCISES HER FREEDOM

HMS LIVERPOOL returned to her namesake city for the first time in two years when she berthed in Albert Dock for a six-day visit.

The ship was due to visit Liverpool last year but was sent to the Adriatic at short notice when trouble flared in Kosovo.

As the ship neared Liverpool she sent her helicopter ahead to bring the City's Lord Mayor, Cllr Joe Devaney, and other civic dignitaries on board for the voyage up the Mersey.

When the ship arrived she was met by a team of sailors who had run a relay from

Portsmouth to raise cash for the Liverpool-based charity KIND (Kids in Need and Distress.)

During the visit 40 of the ship's company went to Anfield, home of Liverpool FC, and a further 30 toured the ground of Everton FC.

The ship was open to visitors for three hours on the Saturday and Sunday of her visit and more than 2,500 people came on board to be given a guided tour.

But the main event of the visit was the laying-up of the ship's ensign in Liverpool Cathedral followed by a march to exercise

their right to the Freedom of the City, led by the Band of Her Majesty's Royal Marines Scotland.

And afterwards the entire ship's company was hosted to a reception in St George's Hall, as guests of the City Council.

Before leaving, the ship made time to send her helicopter to visit local schools and a donation to KIND was made by the ship's welfare fund. The visit is likely to be the last by HMS Liverpool for another two years as she is going into a major refit at Rosyth in March 2001.



● HMS LIVERPOOL: Visitors (above) on the ship while she was alongside in Albert Dock (right). Pictures: LA(PHOT) Bradbury, SFPUL





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**FRIENDLY**, attractive Swedish-American military nurse, wishes correspondence with marines. **Box May 2**

**TWO** bubbly females w.l.t.m. males 26-35 for fun/friendship a.l.a. **Box May 3**

**SINGLE** female 43 likes gardening, cinema, seeks male penpals. **Box May 4**

**HAPPY**, friendly lady 30 seeks like minded sailor for penpal/laughs. **Box May 5**

**SINGLE** female 51 G.S.O.H. funloving seeks similar unattached male. **Box May 6**

**TRACEY 26**, slim g.s.o.h. seeking sailor, marine for friendship/relationship. **Box May 7**

**FEMALE 28** likes reading, animals, music w.l.t.m. male penpal/relationship. **Box May 8**

**SUZANNE 21** tall slim, likes pubs, sports, cinema, seeks sailors for friendship. Photo appreciated. **Box May 9**

**CATHERINE 37**, single, sincere w.l.t.m. sincere single serviceman. Photo appreciated. a.l.a. **Box May 10**

**R.N. Widow 61**, 5'8" blonde hair, blue eyes, smoker, vgsch, w.l.t.m. similar ex serviceman. Photo appreciated. **Box May 11**

**TWO** fun-loving nurses 26/27, seek sincere servicemen friendship, romance. **Box May 12**

**ATTRACTIVE** female, young 45, brunette, slim, outgoing, caring, seeks male/female penfriends 42-50. **Box May 13**

**BECKI 20**, seeks handsome sailor, 24-30 for friendship/romance photo appreciated. **Box May 14**

**PRETTY** woman, 42, petite, slim, dark haired, w.l.t.m. serviceman 36-44. **Box May 15**

**LADY 31**, Looking for male penfriends, photos please, a.l.a. **Box May 16**

**PENFRIENDS** wanted by grandma! Young 50, divorced, friendly, happy cuddlyish! **Box May 17**

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## People in the News



# CLIMBER SETS HIS SIGHTS ON AFRICA

**N**AVY diver Eamon Fullen set a world record last year by climbing the highest mountains in all 47 European countries but his next adventure will be even more difficult and dangerous.

By Dominic Blake

The 33-year-old from the ice patrol ship HMS Endurance is planning to tackle the highest peaks of every country in Africa.

He said: "There will be plenty of danger on the mountains and the chances of success are limited, then there's always the prospect of catching some horrible African disease and not coming back at all!"

"Assuming that I live to see it through it will take me two years to complete. My training in the Royal Navy and previous climbing world record will stand me in good stead, but you have to remember that this has never even been attempted before."

Eamon has always been a high achiever and is no stranger to adversity. He was awarded the Queen's Gallantry Medal for saving lives during the Herald of Free Enterprise disaster at Zeebrugge and only took up climbing after a broken neck stopped him playing rugby in 1990.

During an attempt on Mount Everest in 1996 he suffered a heart attack but fought his way back to fitness against all the odds to resume his beloved diving career.

As a diver he has done just about every job the RN has to offer, from mine clearance in the Gulf to bomb disposal, underwater

engineering and experimental projects which took him to an incredible depth of 300m.

He has also won the right to wear the coveted Green Beret of the Royal Marines by completing the gruelling All Arms Commando Course, he's represented both Portsmouth and Devonport in the Royal Navy Field Gun competition and is now on his second deployment to the Antarctic with HMS Endurance.

After such an eventful career, Eamon's decision to leave the Service next year to pursue his African dream was one of the hardest he has ever had to make.

He said: "I had hoped to take unpaid leave for this project but unfortunately I was unable to. It was a big disappointment, but I won't say anything bad about the Navy. I dearly want to join up again when I'm finished and get back to the diving branch which I think is the best branch in the Navy."

In the meantime Eamon has been making the most of his last voyage with HMS Endurance.

Near the British Antarctic Survey Base of Halley in Coats Land he braved water tempera-



● **RECORD-BREAKER:** Navy Diver Eamon Fullen head-butts his way through chunks of ice in Antarctica after what is thought to be the most southerly dive in the world. He has climbed the highest peaks in all 47 European countries and he's planning to spend the next two years conquering the highest peaks in Africa.

tures of minus 5 degrees for a dive in crystal-clear water under a vast ice shelf and The Guinness Book of Records is checking to see if the latitude of 57° 06.8 makes this the most southerly dive ever.

And on the way back from the frozen wastes of Antarctica, HMS Endurance's planned visit to Cape Town in South Africa will give him the chance to relax - by diving with Great White sharks!

## Grim task for Grimsby divers

**DIVERS** from the minehunter HMS Grimsby faced a grim recovery task after a car plunged into Aberdeen Harbour.

The Sandown-class minehunter was alongside during her first visit to Aberdeen when the vehicle hit the water a few hundred yards away.

Harbour authorities alerted HMS Grimsby immediately and divers AB(D) Ray Macphee and AB(D) Steve King were in the water within minutes.

They were able to free the driver from his car and bring him to the surface but paramedics waiting on the quayside were unable to resuscitate him. The divers returned to the water to search for other possible victims and went on to assist with the operation to recover the vehicle itself.

A witness said: "The car was travelling at quite a speed and then just went over the edge."

Grampian Police identified the dead man as 65-year-old Ian Clark from Stevenson Court, Aberdeen, and said there were no suspicious circumstances.



● **DIVERS:** HMS Grimsby's AB(D) Ray Macphee (left) and AB(D) Steve King. Picture: Surface Flotilla Photographic Unit.

## Father and son sail in HMS Exeter

**FALKLANDS** veteran Danny Daniel teamed up with his son Darren on the last leg of HMS Exeter's voyage home from the Gulf.

Danny was last in HMS Exeter in 1982 and he served in the ship throughout the South Atlantic conflict.

This time he joined Exeter at Gibraltar and saw his son being confirmed in the rate of Marine Engineering Mechanic, First Class.

Danny said: "HMS Exeter has always been a happy ship and it was a proud moment for me to see my son starting off a new career so well. To be able to witness his confirmation as an MEM First Class was a privilege."

## Prince visits RNAS Yeovilton

**PRINCE MICHAEL** of Kent flew in to the RN Air Station at Yeovilton for a special briefing on the Royal Naval Reserve Air Branch.

Prince Michael is an Honorary Commodore, RNR, and he met many members of the Air Branch during his visit.

He was welcomed on his arrival by Flag Officer Naval Aviation (now Flag Officer Maritime Aviation) Rear Admiral Iain Henderson and Commodore Richard Clapp, CO of RNAS Yeovilton.

Highlights of the visit included a familiarisation flight in the new Merlin anti-submarine helicopter and a talk on the Sea Harrier by 899 Squadron's Commanding Officer, Lt Cdr David Mackay.



● **Prince Michael** of Kent prepares to board a Merlin helicopter during his visit to Yeovilton. With him are Yeovilton's XO Cdr Phil Hollhead and Lt Cdr Ian Allen RNR, Temporary Querry.





## People in the News



### In brief

THE TOP officer trainee at the RN Supply School last year was S/Lt Emma Cotton.

Emma, who is now on the staff of Flag Officer Surface Flotilla at Portsmouth, was awarded the Hewlett Packard Sword for achieving the best overall performance.

LMEM Mark Hardy's promotion to Acting Petty Officer is a sign of the times.

The RN rating was advanced by RAF Warrant Officer Mike Hancock with the approval of his Divisional Officer, Army officer Major Paul Bliss.

The uniquely Tri-Service event took place at the Joint Service Signal Unit at RAF Digby.

MEMBERS of the Royal Navy Rugby Union tackled a problem which was bothering a former RN squad player.

Former CPO PTI Brian Goodwin played for the Navy between 1961 and 1969 but he had lost all the RN caps which were presented to him.

Another ex-CPO PTI, Knecker White, brought this unhappy state of affairs to the attention of the RNRU's WO PT Bob Penfold and the pair of them decided to do something about it.

After a subtle deception CPO Goodwin was lured to the Senior Rates Mess at Nelson where he was delighted to be presented with a replacement cap.

# Happy ending to a distinguished captain's career

ONE OF the most distinguished RFA careers of recent times comes to a close in May with the retirement of Capt Phil Roberts.

Capt Roberts joined the Royal Fleet Auxiliary as a deck cadet in 1957 and worked his way up to the rank of Captain by 1979 when he took command of RFA Eddyston.

During the Falklands conflict in 1982 Capt Roberts was the commanding officer of LSL Sir Galahad when she was struck by a 1000lb bomb.

He recalled: "It ricocheted off the water, passed through the ship's side, tore through four steel bulkheads and came to rest in the battery charging room 60 feet from where 300 tonnes of ammo lay."

"Fortunately it failed to explode - otherwise I wouldn't be here to tell the tale." But Sir Galahad's luck ran out on June 8 when she was anchored at Fitzroy with 350 Welsh Guards and a Field Ambulance Company embarked.



● RETIRING: RFA Captain Phil Roberts, DSO.

Bombs from four low-flying Argentine aircraft found their mark causing massive devastation, intense fires and tragic loss of life amongst the RFA crew and 1st Battalion of the Welsh Guards.

A year after the event Capt Roberts wrote: "At 1815 the last of the wounded had been lifted off and I bundled my Chief Engineer into the helo and then hooked myself on."

"I was the last to leave the ship and it was a desperately sad moment. A well-ordered, happy and disciplined ship one moment and a burning inferno the next, and obviously at that time I did not know how many of my officers and crew had been killed or injured."

Capt Roberts was awarded the DSO after the campaign and happier times were to come in command of the new Sir Galahad and later with his last RFA command, Sir Percivale.

Sir Percivale played a central role in the handover of Hong Kong to China in 1997 and she was the last ship to leave.

She sailed with the Hong Kong Squadron to Manila in the Philippines where the local agent Dolores turned out to be a very special agent for Capt Roberts.

They were married after a whirlwind romance and have two children, Patricia and Erica, and another on the way.

So instead of a pipe and slippers Capt Roberts is looking forward to the hectic joys of parenthood and his colleagues in the Royal Navy and RFA wish him a long, happy and active retirement.



● SPICE SQUAD presenters Jeff Mirza and Amandip Uppel with HMS Iron Duke's Leading Chef Mark Billson. Picture: Dave Hunt, SFFU

## Iron Duke calls in the Spice Squad

CURRY FANS in HMS Iron Duke had their taste buds tickled by a whole range of traditional Indian food during a visit by the makers of a TV show called 'The Spice Squad'.

Curry is now one of the most popular meals in Britain and the idea behind The Spice Squad is to bring Asian cuisine to unusual locations.

The first location they chose to spice-up was the galley in HMS Iron Duke where they prepared Goan fish using a monkfish bought from Villiers Fish Market in Old Portsmouth.

Amandip Uppel and her co-presenter Jeff Mirza shared the

galley with Leading Chef Mark Billson on a Saturday when the ship was alongside at Portsmouth and the ship's company were asked to give their verdict on spicy offerings throughout the day.

And in return, the TV crew were invited back the next day to sample a traditional Sunday roast with Yorkshire puddings.

When the series is finished later in the year The Spice Squad is expected to appear on cable or digital.

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● **HMS GLOUCESTER:** The ship is pictured on her way to the Red Sea after completing her Gulf deployment.

## Gloucester's quick change

**A** TEAM of Royal Navy engineers were in the right place at the right time to help their colleagues from the United Arab Emirates.

The team was carrying out a Rolls Royce Tyne engine change on Type 42 destroyer HMS Gloucester in the commercial docks in Dubai when a similar task was required on the UAE warship Al Emirat.

Rolls Royce had been contracted to carry out the work – but the high degree of skill and specialised tools were already close to hand with the Captain Fleet Maintenance (Portsmouth) team.

After checking the legality and practicalities of a Navy team carrying out 'repayment' work for a commercial company, and ensuring that Rolls Royce would accept liability for the work, the team was given the green light.

The work was carried out on the ship, based 15 miles away at Jebel Ali, and the ship's company of the former Dutch frigate watched closely a procedure which they had not previously seen.

The seven-man British team, led by Charge Chief Leo Goddard, completed their task in good time, and it is hoped that similar work could be undertaken in future, spare capacity within CFM permitting.

# Medics help to save life after hawser horror

**M**EDICS from HMS Blazer helped to save a man's life after a mooring line cut off both his legs.

Blazer was alongside at Poole Town Quay when the Honduras-registered coaster 'Seerose' turned into the berth in front of them.

The vessel was having difficulty docking so three of Blazer's crew went to assist, but as they got there a deck hand was caught in a tightening coil of rope, suffering horrific injuries.

RO Philip Waldron and RNR Midshipman Hazel Brodie ran back to Blazer for a first aid kit and boarded the ship to staunch the flow of blood.

In the meantime Midshipman James Lees called an ambulance and alerted Blazer's CO, Lt Peter Adams, who arrived within a few minutes.

Lt Adams said: "We bandaged the bottom of his amputated legs,

**By Dominic Blake**

put him on to a stretcher and got some ice from a local pub to pack the limbs in. It was not pleasant.

"He was taken to Poole General Hospital and I understand that he is now out of intensive care, but has lost both legs – the left leg above the knee and the right leg below the knee.

"It was touch and go. I don't know whether the casualty would have survived if we hadn't been there."

RO Waldron had just completed his basic medical training in the Navy and Midshipman Brodie is a nurse studying medicine at Southampton University.

Lt Adams said: "They were absolutely outstanding, particularly RO Waldron. It was a credit to their training but it is also because they are both very, very good people."

The injured man, who is in his 20s and comes from Haiti, spoke only French and Spanish.

But another member of HMS Blazer's crew, RNR Midshipman Rebecca Aitken, speaks both languages fluently and was able to keep him calm in the ambulance on his way to hospital.

HMS Blazer is the training vessel for Southampton URNU and had just returned from a two-week deployment to France and Southern England which ended with a role in the Tall Ships Race.

She had called at Southampton to take the Lord Mayor and other VIPs out to HMS Glasgow at the start of the parade of sail and put in at Poole Harbour after rough weather forced them to break their onward journey to Plymouth.

As *Navy News* went to press the P2000 patrol vessel was preparing to set out on her next two-week deployment to France with 15 more URNU personnel from Southampton University.

## MOD invites shipbuilders to tender for new landing ships

**THE MOD** has invited five UK shipbuilders to tender for the next generation of landing ships for the Royal Fleet Auxiliary.

Bids are invited for two new vessels to replace Sir Percival and Sir Geraint by 2004 and there is an option to build up to three more ships of the class.

The bidders are Swan Hunter of Tyneside, BAE Systems at Govan, Scotland, Harland and Wolff, Belfast, Cammell Laird at Birkenhead and

Appledore Shipbuilders at North Devon.

The new ships, expected to be around 10,000 tonnes each, will be much larger and more capable than the existing RFAs.

They are expected to provide a major increase in RFA's capacity to support amphibious operations and other military tasks, such as peace-keeping and disaster relief, around the world.

The intention to build the new RFAs was first announced in the Strategic Defence Review.

## THE NEWS IN BRIEF

UP TO 20 vessels of the RNVR Yacht Club are taking part in a fund-raising sail to Alderney from May 26 to 28. For details call Ian Dickinson on 01481 823 322.

BOURNEMOUTH Sea Cadets 2000 want you to know about a great day out in King's Park, Bournemouth, on Sunday May 7. Gates open at 10.30. For details of the attractions, which include motorcycle displays, superbike and formula 3000 racing teams, bands and armoured vehicles, call S/Lt Chris Way on 01202 301751.

SAILORS from HMS Westminster provided a guard of honour for veterans of Operation Chariot at St Nazaire who were marking the legendary raid's 58th anniversary.

During the raid, HMS Campbelltown, other Naval units and over 600 men, destroyed the Normandie dock, but with great

loss of life. An astounding five Victoria Crosses and 80 other Gallantry medals were awarded afterwards.

HMS COLLINGWOOD exercised the right to the Freedom of the Borough of Fareham during ceremonies to mark the opening of the Henry Court Millennium exhibition.

The exhibition 'Voices From Korea' opened at the Imperial War Museum on April 14. For details call Chris Dowling on 020 7416 5310.

**HMS Chatham rededicated at a ceremony in Devonport Naval Base in April.**

The Type 22 frigate is now on her way to the Mediterranean to join HMS Ocean in Exercise Aurora 2000. For more details, turn to page 16.



● **HMS Chatham's CO, Capt George Zambellas, at the rededication ceremony held at Devonport Naval Base.**

## Frostbite grips Polar explorers

**FROSTBITE** has forced two Royal Marines to abandon their attempt to reach the North Pole.

Cpls Jason Garland and Paul Jones had to be evacuated from the ice cap by helicopter when it became clear that their injuries were too bad for them to continue.

But expedition leader Cpl Alan Chambers and his colleague Cpl Charlie Paton were still battling on in the attempt to be the first men to reach the North Pole totally unsupported as *Navy News* went to press.

Earlier, Cpl Paton had to be rescued by his colleagues after plunging through the ice into freezing water but he made a full recovery after emergency warming procedures proved effective.

The remaining pair also face the additional burden of having to lug vital radio equipment which was being carried by Cpls Garland and Jones.

## Clyde visited

**CLYDE** Naval Base played host to two scientists from the Scott Polar Research Institute.

The SPRI's Dr Norman Davis and research student Nick Hughes were calling at Captain (Submarine) Sea & Shore Training (CSST) facilities at Faslane.

The association between the SPRI and the Submarine Service dates back to the early 1970s when plans were being made for the first RN submarine to sail under the ice cap.

The SPRI has provided invaluable information for the planning of Polar operations and has, in return, benefited from data collected by submarines under the ice.

## Diary date

**THE WORLD'S** first major exhibition on Antarctic explorers Capt Robert Scott, Sir Ernest Shackleton and Capt Roald Amundsen opens at the National Maritime Museum at Greenwich on September 14.

'South: The Race for The South Pole' will tell their amazing and heroic story.

Amongst the powerful and emotive exhibits will be the sledging flag found near Scott's frozen body, the journal containing his last words, written on March 29, 1912, Amundsen's fur suit and the couch which Shackleton collapsed on after reaching the Norwegian whaling station at South Georgia's after his epic journey after the loss of *Endurance*.

## Historic photographs to be preserved by RN museum

**THE ROYAL** Naval Museum in Portsmouth has taken possession of one of the country's most extensive collections of warships photographs.

The purchase comes as a result of the closure of Wright & Logan, the Portsmouth-based company which built up the collection between 1924 and 1998.

The 22,000 negatives, mostly on glass plates, feature 5,000 vessels. They will be added to the museum's collection of 110,000 images and it is hoped that prints will be offered for sale to the public at some point in the future.



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# SUBS RISE PLAN IS SHELVED

PLANS FOR a £2 rise in RNA subscriptions have been shelved – thanks to what is described as “outstanding housekeeping”. Subs will now be pegged for at least another year at £6, a level set in 1995.

RNA spokesman, Capt Peter Voute RN (retd), told *Navy News* that General Secretary Capt Bob McQueen had managed to turn around a projected deficit this year of over £8,000 into a profit of almost £23,000.

“Also, two large legacies have helped to stem the tide of rising subs throughout the country,” he said.

The decision not to follow other ex-Service organisations in increasing the cost of membership was made at a meeting of the Association’s National Council. It is unlikely that subs will rise next year, either, as the budget deficits anticipated for this year and next year can be met from Association reserves.

Before the National Council’s decision, the plan for an increase looked likely to be debated hotly at the Association’s annual conference in June. Several branches called for subscriptions to be

frozen pending a study of all the factors.

In the longer term, however, a rise in subscriptions is probably unavoidable. Capt Voute said: “RNA members should be aware

that decreasing membership will force organisations to put up their subs if they wish to maintain their independence, or face merging with other, similar organisations to save overheads.”

## Around the Branches

### Loughton

At the branch annual general meeting, the secretary, Shipmate Mick Cowan, and the standard bearer, Shipmate Pete Tipler, stood down to be succeeded by Shipmates Alan Freeman and Mike O’Leary respectively.

In recognition of his 12 years’ service, Shipmate Cowan was awarded life membership. He was presented with his badge and certificate by Shipmate Doug Carter, National Council member for No. 5 Area. A certificate of appreciation was presented to Shipmate Tipler for his 11 years’ service.

### Wigston & District

A dance with a Forties theme, organised by the branch, was attended by 120 shipmates and friends, including members of Newark branch and Leicester Submarine and Royal Marines Associations.

The Forties mood was evoked not just by the music but by the number who turned up dressed mainly as Lyons Corner House waitresses or evacuee schoolboys.

Members also enjoyed another good night as guests of Leicester Senior Service Club at which the buffet was provided by the ladies.

## 1914-18 veteran George makes it a spirited 100

IT WILL be ‘Up Spirits’ at Grantham branch when its oldest shipmate, George Tucker, celebrates his 100th birthday on April 28.

George survived both World Wars, joining the Navy from an orphanage at the age of 15 and leaving the Service as a Chief ERA in 1945.

Much of his 30 years of service was spent on the China station, and the ships in which he served included the battleships *Queen Elizabeth* and *Ramillies*, the battlecruiser *HMS Hood*, the cruisers *Calcutta*, *Suffolk* and *Despatch*, the destroyer *Vanoc* and the survey ship *Flinders*.

After his demob, George and his late wife ran a guest house in Bournemouth, later moving to Grantham in Lincolnshire where he worked in a garage.

George continues to enjoy the independence he cherishes, though with shipmates and neighbours near at hand he is rarely short of company.

One of his regular callers, Shipmate Harold Derry, says George keeps in fairly good health, but due to arthritis his legs “need a nudge to get going”. This will prevent him from dancing on his 100th, but not from having a knees-up in another sense.



## PICTURE PUZZLE



THE AIRCRAFT carrier HMS *Perseus* (1944-58) was the subject of our Mystery Picture in the March issue, and of the correct replies, that of D. W. Rosson of Woking, Surrey was picked at random. He receives our £30 prize.

He identified the double link with Greece in that the ship was named after a figure from Greek mythology, and that her predecessor, HM submarine *Perseus*, was sunk off the Greek island of Cephalonia to which the only survivor swam.

To have the chance of winning another £30 prize identify the ship in this picture. As a clue, and a further teaser, the colour red had some significance for her. Why?

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is June 15. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our July edition. The competition is not open to Navy News employees or their families.

### Blandford

Shipmates and their friends are invited by the branch to the annual service of remembrance at Collingwood Battalion, Royal Naval Division War Memorial.

The service at 3pm on June 2 will be conducted by the Rev Mike Franklin, a USN chaplain, and by the Bishop of Sherborne and of HM Forces, the Rt Rev John Kirkham. The memorial is near the entrance of Blandford Camp, a mile north of Pimperne village on the A354 Blandford-Salisbury road.

### Ferndown

At a lunch to celebrate the branch’s 20th birthday, members and wives were presented with engraved glass mementos. Shipmate Ron Tremlett, who as a member of the National Council commissioned the branch, sent a message of congratulations.

Later, a cabaret buffet was held and the birthday cake provided by past chairman Shipmate Colin Lewis and his wife, Doreen, was cut by three founder members – Shipmates Dave Andrews, Terry Ware and Denis Blandford.

### Eastcote

Four serving members of the US Navy Medical Branch – Lt Cdr J. Romine, CPO S. Jackson and POs J. Moser and E. Maclure have become associate members of the branch.

Shipmate Jackson has been elected to serve on the branch committee as liaison officer between the USN and RNA.

### Cardiff

One of the branch’s youngest members, ex-POWEM Andrew Clarke, has been elected vice chairman at the annual general meeting. Having served in the Navy from 1976 to 1998, Andrew’s ships included HMS *Cardiff* and HMS *Illustrious*.

Members also elected Shipmate Bryn Chard as their Shipmate of the Year in recognition of his work as branch secretary.

### St Albans

Thirty-two shipmates with the Mayor and Mayoress and their deputies, were attending the launch of Type 23 frigate HMS *St Albans* on the Clyde on May 5

## Cruiser book

THE HISTORY of HMS *Southampton* – *The Life and Death of a Cruiser* – by Stroud member Leonard Wells is available in photocopy form from The Department of Documents, Imperial War Museum, Lambeth Road, London SE1 6HZ (0171 416 5222) for £5 including p&p. Cheques should be payable to the Imperial War Museum. The 20-page work is also held by Chatham Historic Dockyard, but is not on sale there.

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# Association



## Conference preview

### Year's free offer urged for Navy's leavers

WITH RECRUITING among the highest priorities of the RNA, the Association's annual conference in June will be urged to give a year's free membership to anyone leaving the Naval Service, writes Shipmate Joan Kelly.

The proposal, by Romford & Hornchurch, is supported by Uxbridge shipmates.

On another membership issue, Llanelli, supported by Haven, want annual subscription cards to be issued to branches by November 1, subject to conditions.

An outlay by the Association of £100,000 to redevelop the main day room and bar at the RN Benevolent Trust's home at Pembroke House is proposed by Bradford and seconded by Brighton & Hove.

Several motions, however, are concerned with ceremony or ceremonial - including a suggestion that events such as skateboarding should not be part of entertainment at the Festival of Remembrance, Huddersfield - supported by Driffield - is calling for a submission to the organisers that acts "inappropriate to the occasion" should not be included.

Driffield also proposes that the RNA's Guide to Ceremonial should be amended to allow standard bearers and escorts to wear green berets if entitled to do so during their service. That is supported by Hull.

Two motions are concerned with the Association's Cenotaph parade, Clacton-on-Sea, seconded by Beccles, want it held in September rather than October, and Soham, backed by City of Ely, are calling for a member of the Royal Family to be invited next year.

Bradford proposes that from 2002 the conference should be held at any time other than June - preferably September. That motion is supported by Driffield.

Perth has been put forward as the venue for that conference - by Perth & District branch backed by West Lothian and Crieff & District.

The decision not to raise subscriptions now seems to make motions on the subject redundant.

Dewsbury, Batley & Birstall branch were calling for a freeze on subs until an investigation of the issues could be carried out. Two other proposals - by Uxbridge (seconders Eastcote) and Chester (seconders Wythenshaw) - were considered to be covered by the Dewsbury motion.

The motions are seen as a shot across the bows of the National Council - and a rise in subs is rarely achieved without a hard-fought battle. On one occasion a proposed increase of as little as 50p led to such verbal conflict that delegates had to be dismissed for a period to cool off.

## Imperial War Museum in appeal for Petard artefacts



## Enigma heroes set to win new recognition

AS THE appeal to fund a memorial to Tamworth's Enigma war hero AB Colin Grazier reached £10,000, the Imperial War Museum said it will consider a permanent display to represent the sailor a posthumous George Cross.

Grazier and Lt Tony Fasson died in 1942 while recovering Enigma coding material from a sinking German submarine, U-559, which had been forced to the surface in the Atlantic by their ship, HMS Petard.

Capture of the code-books is seen as having been vital in winning victory in the Battle of the Atlantic.

Deputy Editor of the *Tamworth Herald*, Phil Shanahan, told *Navy News* that good progress was being made on the design of the memorial, which would form a tribute to the RNA.

Princes Risborough branch decided, with members of the Royal British Legion and the Town Council, to update the town's war memorial as a millennium project.

Research through the Internet and the Commonwealth War

all three men involved in the U-559 incident - Grazier, Fasson and Naafi canteen assistant Tommy Brown, who died later in the war.

Meanwhile, the Imperial War Museum is appealing for artefacts concerning the three. Nigel Steel, the museum's head of research, said the IWM would consider a permanent display reflecting the Petard incident if it could obtain contemporary material in its collections relating to the capture of U-559's code-books.

He said: "These might include private letters or diaries written by Grazier, Lt Fasson, Tommy Brown or anyone else serving in the Petard at the time; items of uniform worn by them, personal effects or pieces from the ship."

The George Crosses awarded to Fasson and Grazier are on display at the newly re-opened National War Museum of Scotland in Edinburgh. Fasson's GC was presented to the museum by his sister when the establishment was the Scottish United Services Museum.

Fasson was a Scot, but Colin Grazier had no known link with Scotland. The medal awarded to him was presented to the Navy. It was held by HMS St Vincent, the Gosport training establishment before it closed in 1969.

It seems the medal was returned to the Trophy Store at HMS Nelson from where at some stage it was loaned to the Wardroom Mess at HMS Neptune in Scotland, the loan later being transferred to its current holders.

Readers who have relevant artefacts to offer the Imperial War Museum should write to Nigel Steel, Head of Research and Information, Imperial War Museum, Lambeth Road, London, SE1 6HZ.

Contributions to the Colin Grazier memorial fund are still being sought and should be sent to *Tamworth Herald*, Ventura Park Road, Bitterscote, Tamworth, Staffs. B78 3LZ, making cheques payable to the Colin Grazier Memorial Fund.

## In Brief

PADDOCK Wood branch will celebrate its tenth anniversary on September 24 with a service and parade including combined Sea Cadet bands. Commodore F. D. Patterson RNR will take the salute.

FORTY members of Portland branch, including their fun RN Display Team The Noddies, attended No. 4 Area annual reunion at Barton Hall, Torquay. The Noddies were runners-up in a gala talent competition.

IN RECOGNITION of his 20 years on the committee of Llanelli branch, Shipmate Ronald Burridge Lloyd has been made a life member.



These pictures of Tamworth's war hero Colin Grazier have recently come to light as a result of the publicity given to the campaign to honour his name. The most poignant is the colour-tinted photograph of Colin and his bride, Olive, whom he married just 48 hours before his final departure. The centre picture shows him as a member of a gun crew, probably during training, and the third is a happy shot of him wearing whites.

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# Dynamic mix shown by Ocean and Aurora



● **DOWN FROM THE ROCK:** A Marine from 42 Cdo abseils into an inflatable assault craft from HMS Ocean at Gibraltar.

**B**EATLES record producer Sir George Martin sailed with HMS Ocean as she began her current three-month training deployment to the Mediterranean, Aurora 2000.

The man behind the sound of the Fab Four is campaigning to raise money for the Swordfish Heritage Trust. On passage to Gibraltar he gave a series of fascinating lectures on the making of the *Sergeant Pepper* album and reminisced about his time in the Fleet Air Arm shortly after World War II.

Also on board – paying his first visit to a Royal Navy warship – was the new Defence Under Secretary Dr Lewis Moonie.

While at Gib members of the helicopter carrier's ship's company took part in the Rock Race. HMS Ocean later paid a goodwill visit to Lisbon and took part in several amphibious exercises, including one with the Portuguese Fuzilleros.

As Navy News went to press she was at Marseilles for a short maintenance period before setting off for further goodwill visits and the major NATO amphibious exercise Dynamic Mix, demonstrating Britain's continued commitment to stability in the region.

Aurora 2000 is made up from specialist amphibious shipping, elements of 3 Cdo Bde,

RM and aircraft from the Commando Helicopter Force which together comprise an Amphibious Task Group.

This is made up of HMS Ocean, HMS Chatham and the Landing Ships Logistics RFA Sir Bedivere and RFA Sir Tristram with support provided by RFA Fort Austin.

The landing force is centred on the lead Commando Group, 42 Cdo RM, with artillery, engineer and logistic support from within 3 Cdo Bde.

Aviation comprises Sea King, Lynx and Gazelle aircraft from 847 Naval Air Squadron based at Yeovilton, augmented by Chinook helicopters from 47 Sqn RAF.



● **HARD GOING:** An LCVP from HMS Ocean heads back towards the ship after landing Marines from 42 Cdo ashore in Portugal.



● **GUN TALK:** A Royal Marine from 42 Cdo discusses the merits of the General Purpose Machine Gun with some of his Portuguese counterparts.

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# Wunderkinder!

PORTSMOUTH High School's Sixth Form raised nearly £4,000 in a Charity Week in aid of the International Red Cross.

Lunch-time entertainments such as *Who Wants to be a Meggaire*, their own version of *The Generation Game* and a talent competition culminated in a Fashion Show in which clothes from local shops were modelled by some astonishingly "professional" amateur stars.

Earlier in the term, the school's new drama specialist, Rosemary Comrie, worked with younger girls on a production of Terry Pratchett's *Wyrd Sisters* which attracted full houses. The Sixth Form is now working on their own production of Dario Fo's

*The Devil in Drag* which will be performed at the end of June. Meanwhile pupils in the Junior School impressed with a breathtaking production of *Alice in Wonderland* (see below).



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## Mike Gray looks at how the Navy fits into the tri-Service ethos at Chicksands

### Base is a focus for community

**T**HERE are enormous benefits to the Ministry of Defence in putting security and intelligence training on one site.

But some of those benefits cannot be counted in the columns of a spreadsheet.

For the population of mid-Bedfordshire, the site – occupied at various times by both the RAF and the USAAF – is an important community focal point.

From a historical perspective, the Grade 1 listed Priory, restored at a cost of around £5 million under the guidance of English Heritage, is a rare example of such a building converted for domestic use.

"Here is an example where the MOD took a firm line and decided to do the necessary renovation to ensure the building endured," said Chief of Staff Gp Capt Martin Hallam, RAF.

"Having survived from 1150, it would have been a shame if it fell down under MOD care."

"It does represent a very important local site. Mid-Bedfordshire is not very well endowed with historical structures and community focal points."

"It has rapidly become apparent in the last three years that the community is looking to us."

"All sorts of things like charity cricket matches, horse parades, open days and so on. It is all part of working with the community."

"And we are trying to bring back some of the amenities, such as the bowling alley."

"It's a very important social amenity in this area."

**For Royal Navy personnel at the base, there is a valuable chance to see how the Army and RAF work – and play.**

As Lt Cdr Andy McGrenary observed: "There is a big advantage in that we get three times the number of social events."

"And instead of inter-branch rivalry, there's inter-Service rivalry."

The thriving rugby team was established by the Navy, and still features a large proportion of Dark Blue members, and there is a strong golf society, with preferential rates.

There is also the benefit of married quarters on site – more familiar to the Army and RAF – cutting the need for commuting and providing a safe environment for the children on an establishment which boasts a wealth of wildlife on its 600 acres.

## Security is a concern for all

**E**VEN those who teach security at Chicksands admit that the subject does not immediately grab one's attention.

And when the security task is just one of the handful of jobs assigned to somebody, it might even be seen as a chore.

But the skills are fundamental to the smooth operation of ships and shore bases, and there is a steady flow of students to the Naval School of Security from both the Navy and the Royal Fleet

Auxiliary – around 500 a year, both uniformed and civilian, of all ranks.

Two aspects of security are addressed at Chicksands; security intelligence and protection security.

On the Navy side, instructor WO Colin Shaw said: "We teach them the whole spectrum, from protecting the perimeter, security lights and so on."

"Then on to assets – buildings, documents, IT. We look at types of containers and locks as well as risk management."

MAA Keble said: "There may be five

people on board a ship directly involved in security – but the big phrase is 'Everybody is involved in security'.

The approach to security is changing, with the onus on individuals to assess risks, and ensure they are addressed.

Master at Arms Kevin Keble said the IT security department was a particular growth area. Apart from the risk of picking up viruses, there are the wider implications for front-line cyberspace operations, where electronic data-gathering and analysis must be protected.

# A vision in purple

**C**HICKSANDS is the blueprint for a purple future, according to those who are creating a tri-Service training centre which is breaking the mould in more ways than one.

The site, launched in 1996, is an amalgam of a number of establishments and training centres from the three Services – but the result is greater than the sum of the parts.

"Chicksands has been here for three years in one form or another," said Gp Capt Martin Hallam, RAF, Chief of Staff at the Bedfordshire establishment.

"It's very much a joint unit, mandated by a defence directive for bringing training together."

"Chicksands was created to achieve synergy of training effort and accrue the benefits of collocation on site."

In broad terms, the cost of carrying out training at Chicksands is less than half the cost of providing it when it was spread between five sites – and there is no loss of quality, either.

"Intelligence, in many cases, is a purple business now."

"We try to break down single-Service barriers, because it stretches across the whole defence domain."

"There are single-Service training issues, but the rest we find is very much orientated towards developing various skills which are transferable."

"It's influenced by what happens on operations to a degree."

"Language training changes depending on the facts of what the UK is about in the defence domain."

"A couple of years ago we would not have been teaching Albanian, for example."

"It's responsive to the operational need, and it's responsive to technology."

"We look to identify common themes across the schools and training, for example, IT training, lan-



● Army and Navy: PWCT Suzanne Gill receives instruction during a Chicksands course.

guage and security training, and try to get a certain standard across the site and achieve efficiencies.

"We haven't brought four schools here and allowed them to continue as they did before."

"We have looked for ways to take a synergistic approach to training, trading off the strengths of schools."

"The Navy stretches across all four disciplines we teach here."

"Although it is a temptation to think of the Royal Navy as being a small element of a land establishment like this, so far from the sea, it's not true at all – it's a very visible training."

"And, of course, while the Defence Intelligence and Security Centre is a defence agency, it all comes under the heading of Defence Intelligence staff – which is under Vice Admiral Sir Alan West, Chief of Defence Intelligence."



● Line astern: Three members of the Senior Service during a language lesson – from the front, LWTR Pete Wright, LWTR Mark Bradley, and Cpl Mark Miller RM.

## Regulations at the double

**P**ART of the purple dimension at Chicksands, the first major joint training establishment, is the blending of different regulations, as well as styles of work.

"You have to think on your feet," said WO Colin Shaw.

"We are under the Army Act, but also subject to Royal Navy rules – you have to consider what others think."

The fact that it is truly tri-Service, with no RN commanding officer for the 100 or so permanent staff, means there is no figurehead to force through a particular point of view.

Courses often run for over a year, which

can blur the distinction between lecturers and students.

But the breaking down of barriers means there is the chance to learn new ideas – as one lecturer said: "One of the best things about this place is to seek out, and implement, best practice."

"It's not all Army – it is evolving, and in time it will become even less Army, and a bit more Navy."

But that blurring of lines can only go so far: "We do not want a purple sailor from Chicksands – we want dark blue," said Lt Cdr Andy McGrenary, RN Director Staff of the Defence Intelligence and Security School.

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## Spirits in the officers' mess ...

**T**HERE can be few officers' messes around the country which boast a history as long as that of the Priory at Chicksands.

And few which suffer the problems of uninvited guests, despite the security around the base ...

The origins of the Priory are unclear, but the estate was well-established by the time of the Norman Conquest, and the Gilbertine priory was built on the site of an old Saxon church.

The priory suffered the fate of many religious houses under Henry VIII when it was surrendered – and according to William Grayson, the writer of a definitive history of



● Unofficial guests: Does the ghost of a pregnant nun haunt the Chicksands Priory?

Chicksands, this is the source of the story of Rosata.

According to the tale, a pregnant nun was walled up in the east wall, her last sight of the outside world being the beheading of her lover before her death sentence began.

The legend possibly derives from a report by one of Henry's devious prosecutors who, visiting the priory, told of his horror at finding two pregnant nuns, though he is thought to have been lying.

But the story – bolstered by the presence of a false window, has thrived, and there are numerous eyewitness accounts of strange sights at the ancient building, which is opened to the public twice a month.

A recent copy of Chixlink, the base newspaper, carries a page of sightings since 1997, and not all conform to the romantic image of the lovesick Rosata.

In May 1998, as work was being carried out, a figure in a thick jacket and hood stood to allow a female recruit get to the security desk at the Priory.

The figure wandered off into the gloom of the South Cloister, but when workers returned after their break they told the recruit they had no such colleague – and that apart from her, the building was empty.

A grey lady was spotted around the South Cloister,

almost causing a cyclist to fall from his machine, while on another occasion a walker saw a figure which he assumed used a particular door – the only point of access – but he was later told the door remained firmly locked at all times.

Lights have been seen moving along the first floor – on one occasion someone captured them in a series of photos – while a member of the newspaper's staff caught a glimpse out of the corner of an eye of a figure walking past – also spotted by another person – although the rest of the party were quite clear no one had entered or left the room.

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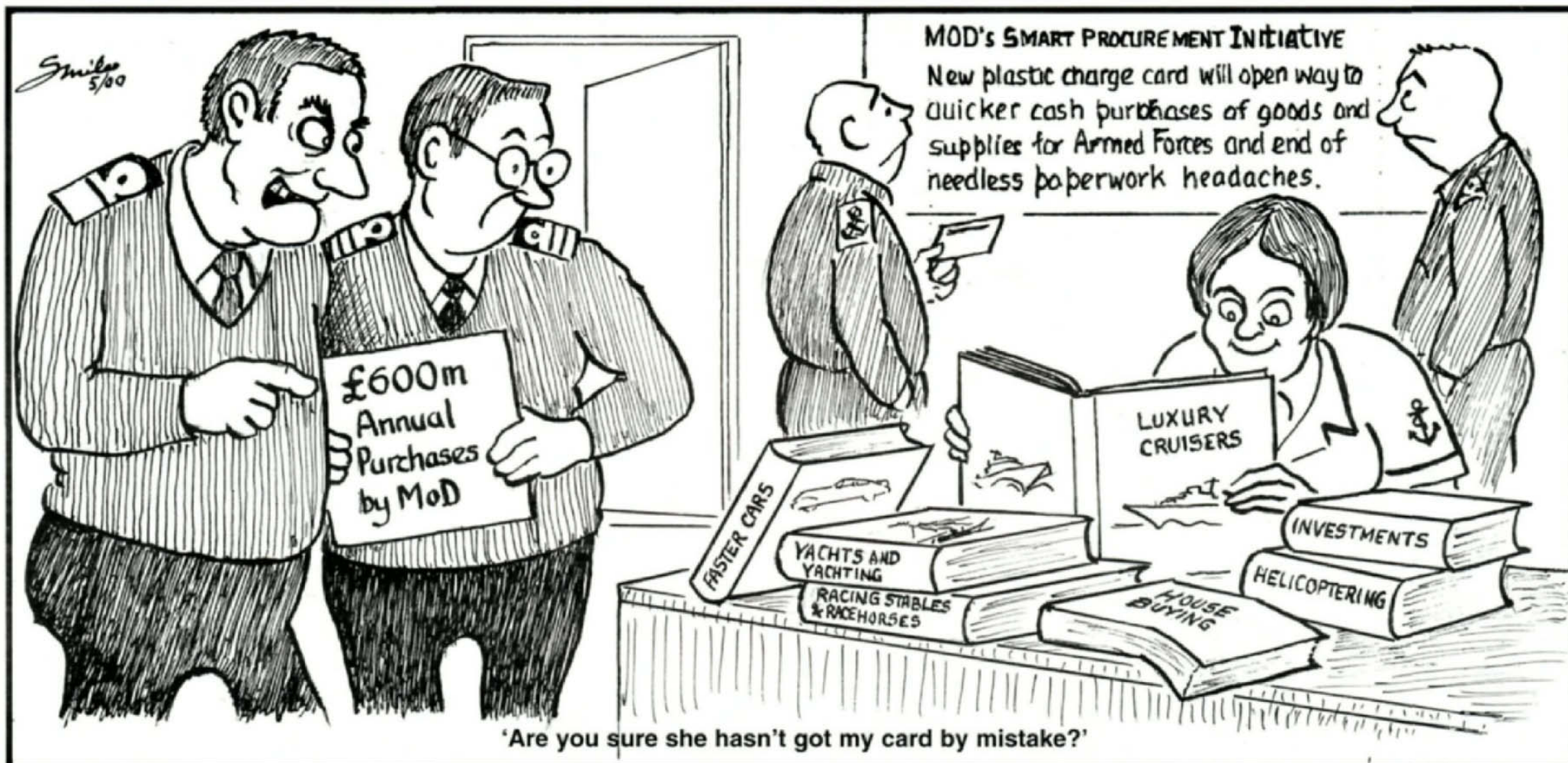


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## NEWSVIEW

# All things being equal

**D**ESPITE decades of determination by successive governments to promote equality for women in all areas of employment, the latest statistics show they are mostly still hitting a depressingly low glass ceiling.

The Equal Opportunities Commission's recently launched Valuing Women campaign has showed up the fact that they are still very far from being valued on the same scale as men.

While they are now making up nearly half – and in some cases even more than half – of the workforce in many of the professions and in industry and commerce, they are seen in nothing like the same proportion at senior management level, where men are still the prime candidates for advancement.

And across the board women are still getting paid 20 per cent less for doing the same job.

These dismal prospects do not obtain in the Armed Forces – which until a few years ago you might have expected to be the least likely of employers to buck the trend.

The fact is that over the past five years recruitment of women officers has surged by 50 per cent and they currently make up a fifth of all new officer recruits. Women can now occupy nearly three-quarters of all posts in the Royal Navy. They serve in operational RN ships and fly and navigate a variety of aircraft in the Fleet Air Arm.

We have already seen women in command of minor war vessels – the fact that they have yet to take command of any of the major ones is solely down to the length of career progression since they first went to sea only ten years ago. So it is likely that we shall soon see some milestones set in that direction, too.

Not many other organisations can claim, as Armed Forces Minister John Spellar did last month, to match our recruitment of one woman in every five Service management posts.

And, across the board, Servicewomen all get paid exactly the same as the men.

**T**o date, the Royal Navy has managed this sea change with remarkable success – while working hard to promote an environment free from sexism or harassment, it has nevertheless avoided the extremes of political correctness that now bedevil conduct and relations in the United States Navy.

The Navy is valuing its women, then – as well as the rest of its people, regardless of race, sexual orientation and social background.

When it comes to the broader picture of Service life, though, of equal importance, surely, is the question of parity between Service and civilian expectations of what may be termed "home comforts".

This does not receive the same sort of attention from the media at large – but it has lately received a good deal from the Navy and its ministerial masters.

Older hands may deride modern conditions of Service as luxurious beyond imagining when compared with their own experience – but this has to be set against the general standards of living that existed in their own day.

Progress should mean improvement in quality of life for all of us – and there is no reason why life at sea should not keep pace with life on land.

## 'Biggest development since the Second World War'

# Home comforts spread ashore and afloat

AS HMS Invincible prepares to lead the 'Meet Your Navy' shop window tour around the UK this month, she has been stocking up her own "superstore".

Naafi has brought High Street shopping to the high seas with the opening of a new, state of the art £150,000 walk-round canteen facility.

Created by Naval Canteen Services, the division of Naafi catering for the RN, it is billed as "the biggest and most significant development in convenience services for sailors on board HM ships since the Second World War."

It has been created following a

series of focus groups with sailors and offers longer trading hours, a range of CDs with a listening tower and video hire, cashless 24 hour vending machines serving a wide range of hot and cold food, including soup and pot noodles, chilled drinks and ice cream.

A Food To Go counter serves fresh hot dogs and popcorn with microwave facilities for hamburgers etc.

With a bright, modern decor, there is a counter and barstool area where sailors can relax and socialise and pit their wits against each other on an array of touch screen video quiz games. There is also an electronic bulletin board, keeping sailors up-to-date with the latest news and information.

After a grand opening ceremony performed by Rear Admiral Peter Franklin and Naafi Deputy Chairman Air Chief Marshal Sir David Evans, Naafi Chief

Executive Geoffrey Dart told *Navy News*: "This is a great breakthrough in the standard range of facilities on board HM ships. They deserve the best and now they have it."

"Said Rear Admiral Franklin: "The canteen is unlike anything previously seen on board HM ships. I am sure it will prove to be immensely popular and I particularly welcome this initiative which first and foremost has the sailors' needs in mind."

"By bringing some home comforts to those spending long periods of time away at sea, NCS is improving their quality of life which is conducive to better performance and I congratulate all of those involved in the project."

"HMS Invincible can be very proud and honoured that it is the first ship to welcome such a groundbreaking new facility."

## En-suite rooms for singles soon

SINGLE junior Servicemen and women based in HMS Nelson, Portsmouth, can now look forward to new en-suite living accommodation, Armed Forces Minister John Spellar has confirmed.

First phase of a project to provide individuals with their own rooms, complete with shower and toilet facilities, is expected to be completed by 2002 and will replace existing four and six berth cabins.

Under the Strategic Defence Review, top priority has been given to improving single living accommodation. Last November a new £4.1m en-suite block was opened in HMS Nelson for senior rates.

● Gold, Juno and Sword are the names of three new blocks of 17 self-contained six-bed-room flats for single junior servicemen and women based at HMS Dryad, near Southwick, Hants.

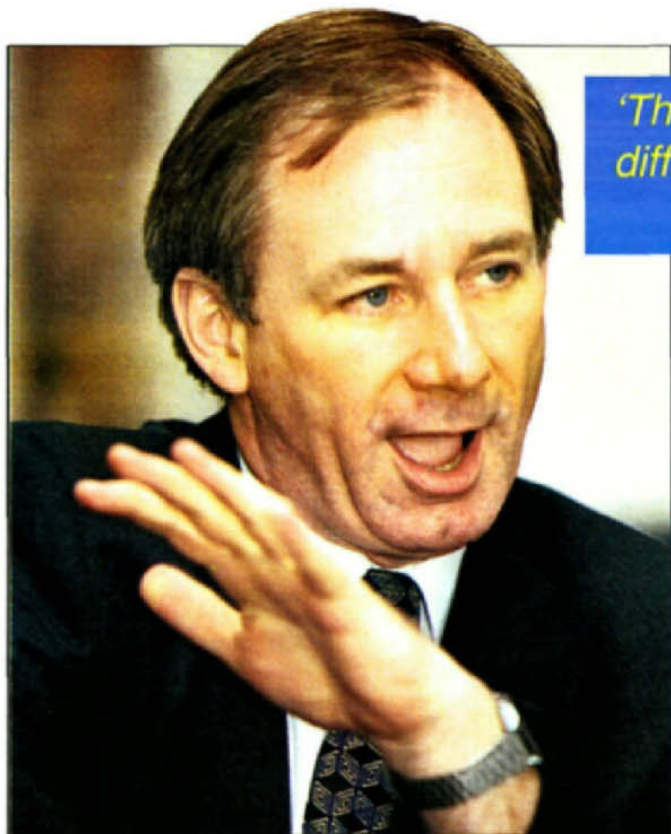
The £2.8m development, named after the British and Canadian beaches of the D-Day landings, was opened by the 2nd Viscount Montgomery of Alamein, son of the World War II Field Marshal who helped plan the invasion of Normandy at Southwick in 1944.

The flats include communal lounge areas and provide individuals with their own rooms.



● SUPERSTORE: HMS Invincible's new £150,000 canteen/shop opened last month.





*'That is what our Armed Forces are for – to be available when there are these difficulties in the world where they can go and do what they do so well'*

– Defence Secretary Geoff Hoon

# Mozambique – we were ahead of the game

**R**ELIEF efforts by the Royal Navy in Mozambique have won warm praise from Defence Secretary Geoff Hoon: "They did a fantastic job," he told *Jim Allaway*.

"I was sorry that the newspapers concentrated more on what they conceived to be problems of co-ordination amongst governments rather than on the excellent work that was actually being done by people working round the clock to get helicopters and people and equipment into Mozambique."

"But as someone once said, a politician complaining about the media is rather like a captain of a ship complaining about the sea – it's what you have to live with."

"The simple refutation of any criticism of delay is that other than those of South Africa and Malawi, the first helicopters operating in Mozambique were from the UK."

"Early on in the week after the major problems there began to be perceived we were able to say there was the possibility of sending a supply ship – RFA Fort George was in the Gulf 3,000 miles away, but straightaway the captain and crew prepared themselves even before they got the order to go, by steaming to the edge of their operational limit."

"Then they sailed at a flat-out 20 knot speed to make sure they got there as quickly as possible."

"No government anywhere in the world is able to respond to a crisis as quickly as we would like to, because a crisis is by definition an untoward event. But we were able to get a ship down there anticipating the kind of problems that were going to arise once the waters receded – disease, malnutrition and all the other problems that occur when lots of people have been displaced from their homes."

"Having a ship full of fresh

water, fuel, medicines and so on made a very considerable difference and to that extent we were ahead of the game in terms of decision making."

In a wide-ranging interview Mr Hoon gave assurances on the integrity of the Navy's future equipment programme – described by the First Sea Lord as the best he could remember – and the prospects of it being delivered on schedule, as well as on the Navy's ability to keep up its commitments.

"There isn't the slightest suggestion that that equipment programme is at risk. It is something that I and other ministers and my predecessor are rather proud of."

"It's an essential element in the Strategic Defence Review and an essential element of equipping the Armed Forces to do the kinds of tasks that we judged were necessary at the time."

"We want to take that forward. It is an exciting programme – it fulfils our commitment to modernisation, to change and to improvement as far as equipment is concerned. We want to get it done."

"And I am increasingly confident we can get more and more of our equipment on time – that is the whole point about Smart Procurement. I think it is beginning to show results."

**"I accept it's still early days yet, but I think we are getting the work in on time in a way that was unimaginable ten years ago."**

"Each lesson we learn in a sense is improving that prospect, but this is a change of culture here and changes of culture don't occur overnight."

Even so, recent stories about fuel shortages forcing ships to stay

in port begged the question of whether the Navy would be able to maintain its current force and activity levels.

"It is always necessary to try and maintain an appropriate balance between deployments and exercising as well as the appropriate periods of recovery – and getting that balance right is part of the task that commanding officers have to fulfil."

"Inevitably, when we have had a deployment like Kosovo it does make for difficulties in relation to the training kind of activities that we would normally expect to undertake. But that is what our Armed Forces are for – to be available when there are these difficulties in the world where they can go and do what they do so well."

"And there is a price to pay for that – you can't exercise to the extent that you might normally do. But we've addressed that, we've sorted out the question of commitments – and we ought to be able to get back to a rather more regular pattern of existence."

**A**s you will know, a number of those stories on fuel as far as the Navy was concerned were, frankly, fantasy. Obviously a devolved budget does mean that individual budget-holders have to make decisions as to how best they can manage that budget in the course of a year, and that has had some consequences for certain deployments.

"I am sorry you weren't able to do as much as was originally planned, but nevertheless on balance we have an extremely effective set of Armed Forces, an extremely good Navy – and I think they really need judging on what

they do rather than on what commentators might think they should do, because what they do they do extraordinarily well."

"I think there is a tremendous support in the country for the Armed Forces, but I think it is part of our job collectively to make sure that people are well aware of what's going on and we do our level best to do that – but again, without whingeing about it, sometimes the newspapers are rather more interested in things that they believe are going wrong rather than in the excellent things that are going right."

There was heavy emphasis on "jointery" in the SDR and Mr Hoon foresaw a movement

towards greater consistency – "but without in any way breaking down the fundamental principle of the three Services".

"But jointery is part of modern Service life and that will have consequences for the individuals involved in it simply because if they are doing a similar sort of job they ought to be doing it in similar sorts of conditions and I think that is bound to push things along."

Did that mean there would be a reduction in the number of training establishments?

"Well, I'm not making any pronouncements about that today – but certainly the more the training, the exercising and then the deployments are done jointly, the more

sensible that is."

"We are at the early stages – I talked about a change of culture in relation to Smart Procurement. This does involve a considerable change of approach but there isn't any sense in which in the fullness of time, if you've got this kind of joint operation, you don't also train and educate people together to do the same job. Because frankly, if you don't do that you're denying them one important element of the jointery that we want to see operate so successfully."

"But I'm not making any comment on particular establishments at this stage because that is not for the moment on the agenda."

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● **TIMELY INTERVENTION:** A Seaking of 820 Naval Air Squadron embarked in RFA Fort George arrives at the village of Iha Chiloane, Mozambique to deliver food and tents. The ship carried some 250 tonnes of aid to be landed by aircraft and boats.



# 'Lab of the sea' yields answers

If a scientist was given a blank sheet of paper and asked to design an underwater test facility from scratch, the final result would probably be pretty close to AUTECH.

The American Department of Defense range, run by contractors Raytheon, is situated on the east coast of Andros Island, in the Bahamas.

Andros is an unspoiled, quiet backwater, unencumbered by the tourist trade of nearby Nassau, and there is little passing shipping as swaths of surrounding water are too shallow for navigation.

Currents are slow and predictable, and a chain of islands to the east blocks the Atlantic swell, resulting in sea conditions which range from flat calm to choppy.

The clinching factor is that just offshore, beyond the coral reef, the sea bed plunges thousands of feet into the Tongue of the Ocean (TOTO), a unique deepwater basin 100 miles long by 20 miles.

More than 2,000 metres deep in places, TOTO is so wired up with sensors that it has been dubbed the laboratory in the sea.

Whether it is an aircraft dropping a torpedo, a submarine evading detection or a frigate hunting its prey, all are tracked and

recorded with precision, allowing every aspect of a trial to be replayed and analysed back on shore or in the UK.

The result is that a ship can go through its paces under close electronic scrutiny, and submarines have all the space they need to twist and turn away from sonar and torpedoes.

Facilities ashore are fairly basic, with one well-stocked shop and a handful of bars and eating-places, and most people get around the dusty roads on bikes or electric golf buggies.

The AUTECH range is used extensively by the US Navy, but for part of each year the facility is all but taken over by the British.

The Royal Navy is, naturally, the key player, bringing expertise to bear both on shore and afloat, and providing the most important element of the whole operation – hulls, in the case of Operation Creates Havoc, Type 23 frigate HMS Norfolk and Swiftsure-class submarine HMS Superb.

Bids are invited well in advance from defence contractors, so that the complex programme of trials can be mapped out, and the logistical and personnel end of things are handled by DERA, who maintain offices in both AUTECH and Cape Canaveral throughout each operation (see below).

British trials serials push AUTECH staff hard, but the 18-strong USN contingent which mans the base, alongside the 400 or so Raytheon staff who work with the British during the operation, rarely complain.

As Cdr Steve Hyman USN, the Commanding Officer of the facility, said: "It's nice to see the Brits here – we are always happy to see them come."

# Hard work Fun in the



● Occupational hazard: the three-man AUTECH team at Cape Canaveral share the base with wildlife such as alligators.

## DERA team smooth the way to AUTECH

FOR much of the year the biggest threat to DERA staff at the Fraser site in Portsmouth probably comes from midges.

But for several weeks, they have to start taking sharks, jellyfish and alligators into account.

A small team, mainly based at the former gunnery range at Eastney, cranks the AUTECH logistics machine into action and then keeps it running, maintaining a link that stretches from the UK to Florida and on to the Bahamas.

The three-man team at Cape Canaveral forms the trans-shipment point, ensuring equipment large and small appears at the allotted time in the allotted place.

That's no mean feat when the equipment includes the Navy's latest aircraft, the Merlin helicopter, and torpedoes, as well as items vital to the effective staging of major trials.

The Merlins, flown in AUTECH by three three-man Navy operational development crews, were a logistics headache all on their own.

They were taken to Southampton where they were stripped down and put on to a ship.

On arrival at Brunswick in Georgia, the machines were off-loaded, rebuilt and flown down to Andros Island via West Palm Beach.

The RAF is a major component of the link, providing Hercules air transport where possible – but sometimes Barry Whybrow, UK AUTECH Support Manager, and his two colleagues have to use their initiative.

Last year they needed to charter large trans-

port aircraft – and as well as 747s they ended up with a Russian Antonov, which caused some consternation to the Americans on the base.

The air-conditioned office, very close to the launch-pad for the first American manned orbital space flight, is within reach of berths at Port Canaveral, where HMS Norfolk and HMS Superb both called in for pre-AUTECH modification work.

It is also slap-bang in the middle of a wildlife haven, and staff have to be alert to alligators which lurk in the nearby culverts, rattlesnakes, and armadillos which make suicidal dashes across the quiet roads.

Anything which cannot be flown out to Andros must wait for the weekly barge, which takes two days to amble across the Straits of Florida.

The DERA team at AUTECH itself, headed by Janet MacMillan as Facility Manager, has to solve the almost daily problems of prioritising seats on the twice-daily flight to the mainland, finding accommodation for the Naval Party, and acting as the support link between the Navy, UK contractors and US staff at the base.

Largely driven by the needs of the Navy, which is looking to squeeze as much as possible out of its time on the range, flexibility is a way of life to the team.

But the rewards are tempting, with the British temporary community making the most of their limited spare time by enjoying the occasional drink on the beach.

## Trials allow Navy to develop tactics

FOR MANY Brits working at AUTECH the focus is on how the hardware performs – but for the Navy there is a bonus.

While new developments are tested and new systems blooded, the men and women on board HM ships Norfolk and Superb have a golden opportunity to get in plenty of training, qualify in technical skills – and practise tactics which can cope with cutting-edge technology.

"AUTECH still provides the Navy with a deep-water range, with excellent tracking facilities and a well-established infrastructure to support UK trials," said WO Tim Capel.

"UK operations at AUTECH are becoming more varied, and the intensity of work is as high as it has ever been.

"Despite the fact that the RN is shrinking, the need to conduct trials on tactical matters and equipment does not diminish, and some of these trials – Wizard

and Lampas, for example – are very much cutting edge."

The MWC team is aware of the value of the assets placed at its disposal – exclusive use of a frigate and submarine is not to be sniffed at – but is certain that time spent on range is worthwhile.

Cdr Andy McKendrick, Officer Commanding Exercise, said: "This is an opportunity to do tactical Fleet work, but it tends to be secondary to equipment-proving trials.

"Ideally, we would aim to optimise the trials; with MWC involvement we bring a warfare knowledge to bear and make use of this for tactical purposes.

"We keep fighting our corner to get more and more tactical work done here.

"It is a tracked range, after all – you can remove the safety problems of open oceans and some other ranges because you know exactly where everyone is at any given time."

## A stint on no picnic

Cdr Bob Mannion, who has been at the range since 1994, said: "The situation at the range is unusual. We signal the U.S. Navy for a picnic in the water space, and he said:

"So we have got to have US activity on the range. Up to yesterday, the range was a picnic area for the U.S. Navy."

"It's unusual that country take control of their own range. We go, but we do not."

"NP1011 is only the trials – the last down the flag and until we all come back."

The operation team from the Centre, normally based at Hill.

For this year's Creates Havoc, the Exercise (OCE) is working with two RN ships, HMS Norfolk and HMS Superb, and Lt Cdr Tiny Holman.

The ten-week operation, with a number of overlapping trials, is a major test of the range's capabilities, with a number of own lifespans, resulting in a number of personnel.

As staff board Andros Island's modest 150-minute flight facilities are already open.

It is all part of which may see a number of organisations, from the RN armaments and Defence Procurement Agency, involved in the operation.

One of the major Operation Creates Havoc trials, in which helicopters are scheduled in the near acceptance programme, anti-submarine warfare.

The aircraft have been using dipping sonar, and the operation of the first Stingray torpedo.

Wizard trials director Fleet Air Arm prime contractor.

"Everybody is very comfortable and through one of the copter dips its sonar then establishes a

**NEXT MONTH:** HMS Superb plays hard to get as HMS Norfolk and Navy Merlin helicopters go through their paces.



## Terms of reference

**AUTCO:** AUTC Co-ordination Officer (RN)

**AUTC:** Atlantic Undersea Test and Evaluation Centre

**Boldface:** Tactical Stingray torpedo trials

**DERA:** Defence Evaluation and Research Agency

**Lampas:** Torpedo defence trials

**MWC:** Maritime Warfare Centre, whose staff run the AUTC operation

**NP1011:** Naval Party 1011, the umbrella organisation for UK staff at AUTC

**Rheostat:** Type 23 frigate noise signature study

**TOTO:** Tongue of the Ocean

**Wizard:** Merlin helicopter acceptance trials

● *On the beach: AUTC's Beach House is a focal point for the limited social life of Andros Island. The bar was the venue for the British horse-racing charity night during Operation Creates Havoc, when around £1,300 was raised among those who survived being sandblasted by a stiff onshore breeze.*

# the sun

in the AUTC range in the Bahamas is in the sun. **MIKE GRAY** reports.

, who took over mid-oper-  
Mark Middlebrook – and  
are the only full-time mem-

at AUTC during a British  
al, as Tim acknowledges.  
US to say we are coming on  
period, then take control of  
under US/UK agreements,"

at UK activity, but may also  
n another part of the facil-  
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ge as well as ourselves.  
at the US lets a foreign  
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tell them what to do.

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on is run by a small  
ne Maritime Warfare  
ally based on Ports-

s operation, codenamed  
the Officer Commanding  
s Cdr Andy McKendrick,  
more submarinespecialists,  
es and Lt Andy Ball.

operation divides neatly into  
mid-way break – although  
s with names such as  
and Rheostat have their  
lting in a constant turnover

the bus bound 'or Andros  
ernational airport, and the  
o West Palm Beach, new  
on the way to replace them.  
of the complex teamwork  
many as five or six different  
in the MWC and DERA to  
depots and the RAF, the  
ment Agency aid defence  
red in a single trial.

most important aspects of  
Havoc is the Wizard series  
three of the Navy's Merlin  
put through a punishing  
xt stage of their operational  
ramme, concentrating on  
warfare.

ave been tracking Superb  
ar, and during the first half  
conducted the helicopter's  
edo drop.

rector Peter Osborne, a for-  
n man who now works for  
Lockheed Martin, said:  
y pleased – we are extreme-  
d ahead of schedule."

y the Merlin had been put  
s party-pieces – one heli-  
nar to find the submarine,  
data link with the second

aircraft, which picks up the information and carries out the attack – "the only aircraft type in the world which can achieve silent anti-submarine warfare," said Peter Osborne.

The Navy helicopters have also been proving very reliable: "We have not missed a single range slot, and met every range slot on time," he added.

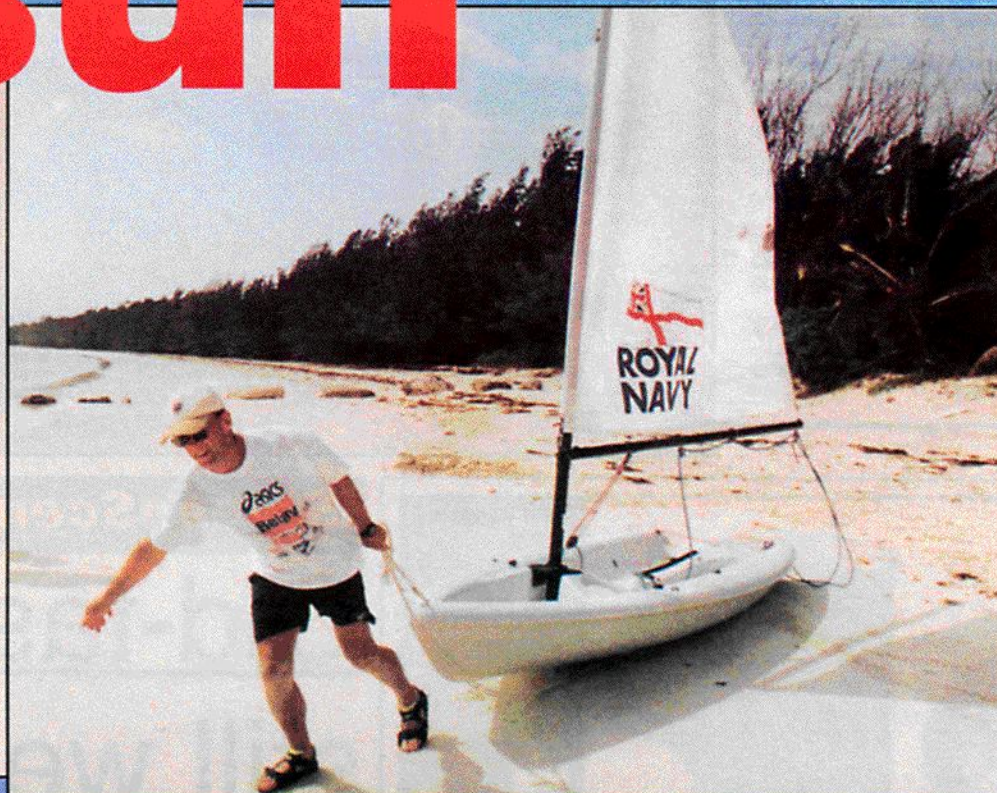
Two visitors during the trials were more interested in people rather than hardware.

Fleet Recreation Officer Lt Cdr Roger Saynor and WO Tommy Johnson took the opportunity to ensure the sports equipment belonging to the Naval Party – including dinghies – was up to scratch, and to advise on matters ranging from preparing for the RN Fitness Test to organising competitions.

The pair also visited the local school, where they coached the youngsters in basic games, and took them for sailing sessions in the dinghies – community work which was highly praised by staff at the school.



● *Under scrutiny: Royal Navy Merlins stand ready in the hazy morning sunshine for another serial in the intensive trials programme carried out in the Bahamas during Operation Creates Havoc.* Picture: Lockheed Martin.



● *Sailing's a drag: Lt Cdr Roger Saynor, Fleet Recreation Officer, takes one of the Navy's dinghies into the sheltered breakwater to give local children sailing lessons at AUTC.*

● *Calm seas: HMS Norfolk during a rare quiet moment in the calm waters of the Tongue of the Ocean at AUTC on Andros Island.* Picture: Lockheed Martin.



folk and Royal



# At Your Leisure

## Old Starkey's cure for seasickness

**O**UR WET nurse weaved and ducked his way around the heaving and swaying hammocks. 'Wakey, wakey, rise and shine!' he bawled. We didn't require much waking. It had been an awful first night at sea...

"I've a cure for you lot - follow me!" We followed him along alleyways and stairways, stepping over bodies that had long given in to empty stomachs. At last we emerged on to the open deck. The North Atlantic in January was, for us, a sight to behold!

"Follow me!" he roared, adding, "Hold on to the handrail!" We needed no telling to do this, and a very scared bunch of would-be sailors gripped the handrail that ran around the deck housing, hanging on to it for dear life. Hand over hand we followed our wet nurse.

"Far enough!" He uncoiled the line that he carried over his shoulder. "Stand up straight then!" he roared above the wind and waves. He passed the rope around each waist, all 20 or so of us, tying it off to the handrail as he passed round the last waist.

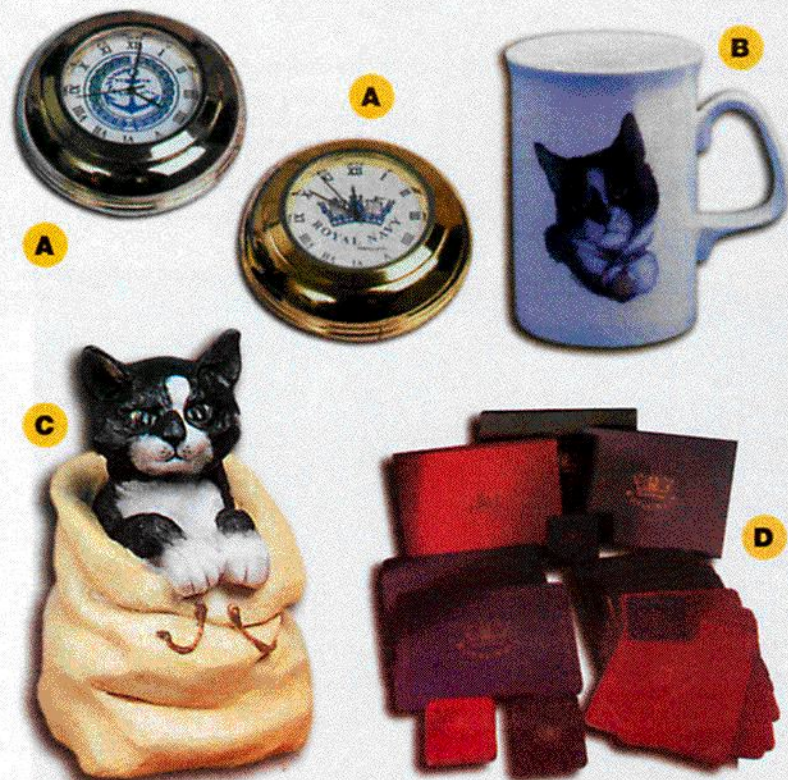
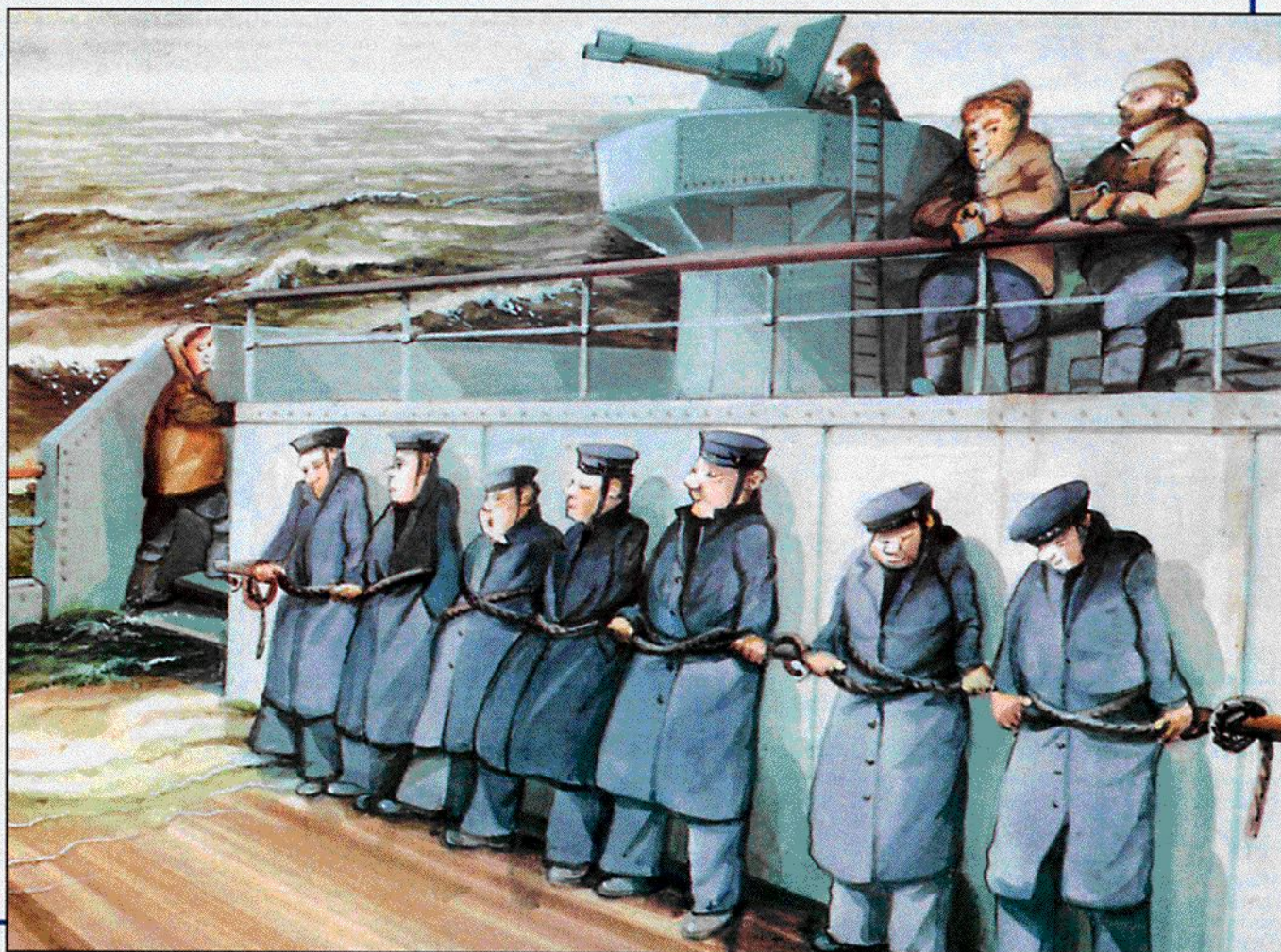
The stern of the *Andes* seemed to lift out of the Atlantic, and mountains of water passed beneath us as the propellers made a roar like thunder as they lifted clear of the sea. Grey skies and grey mountains of water seemed to come charging at us as we stood tied to the handrail. "I'll be back in an hour to see how you all are! You'll be better for some fresh air inside you."

Miracles do sometimes happen. For me and for most of us, one happened as we were tied up to that handrail. I couldn't believe it when I found myself feeling better and losing that empty horrible feeling in my stomach that had been with me all night and most of the morning.

Thankfully it was going, as I felt the warmth and colour come flooding back to my face. No doubt about it, I was starting to feel my sea legs, that was for sure.

Old Starkey was back, as promised, an hour later and untied us. Half an hour later we found our way below and, as if we owned the place, strolled into an almost empty dining hall and scoffed as much breakfast as we liked...

- From *Heavo, Heavo, Lash up and Stow* (Silver Link Publishing, £16.99), an evocatively written - and illustrated - wartime memoir by Ken Kimberley, who served as a radar operator in the escort carrier HMS *Arbiter*.



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### ScreenScene

- by Bob Baker

## Old-fashioned look still wears well

**A**NYONE with access to cable/satellite TV may have noticed the arrival of a new film channel, Carlton Cinema. A couple of years ago, Carlton bought up the old J. Arthur Rank company and, as you'd expect, their channel is full of Rank material, some of it unseen for many years.

**For Freedom** is not what you'd call a movie classic, but it's well worth a look, especially for readers of *Navy News*.

The film was hastily thrown together during the "Phoney War" period in early 1940 and was intended primarily as a morale-booster. It was released in June, the month of Dunkirk and the fall of France, when morale needed all the boosting it could get.

The first half seeks to explain the origins of the war via the work of a fictional newsreel company headed by Will Fyffe, a popular comedian of the day: pretty feeble stuff, this, though full of fascinating actuality material. But around the halfway mark the film sidelines Will Fyffe and proceeds to a documentary reconstruction of the fight in the South Atlantic in December 1939 between the light cruisers *Ajax*, *Achilles* and *Exeter* and the German pocket battleship *Graf Spee*. The same action was covered in *The Battle of the River Plate*, a big Technicoloured epic 16 years later. But this version is perhaps of greater interest, since some of the actual personnel involved took part in the reconstruction - only weeks after the real thing.

The film adds a postscript, re-staging the boarding on February

17 of the *Graf Spee*'s supply ship the *Altmark*, and the freeing of 300 British prisoners; and a post-script showing the parade through London on February 23 of the *Ajax* and *Exeter* ships' companies.

It concludes with a rousing speech by Winston Churchill, at the time still i/c The Admiralty.

In terms of modern technique, the picture is ramshackle and a bit quaint. But the way it was produced on the fly, following a real-life script with new pages arriving each day, lends it urgency and a certain authenticity. Certainly it's worth monitoring the Carlton schedules for the next repeat.

Besides, old-fashioned movies still get made today: take a look at **Any Given Sunday**. This covers the season of an American football team, the Miami Sharks. When we first meet them, the Sharks are in big trouble, plagued by injury, bad luck and internal politics.

But you know what's going to happen. Here's the new player, brilliant but selfish. Here's the veteran coach (Al Pacino, chewing the scenery) who teaches him what it means to be part of a team. And here's that final game: the pitch littered with gouged-out eyeballs (this is an Oliver Stone movie), Al having apoplexy on the touchline, three points down and only four seconds on the clock... By comparison, **For Freedom** looks positively avant-garde. It's enjoyable, if you can surrender to the hokum, though it has no business being 150 minutes long.

Sole surprise is the casting of the meltingly lovely Cameron Diaz as the team's unscrupulous owner ("That woman would eat her young!" exclaims guest star

Charlton Heston). The sight of gorgeous Cameron in a changing room full of spectacularly naked blokes does have a certain piquancy.

### Korea cover

**TO MARK** the 50th anniversary of RN aircraft carrier operations in Korea, the RN Philatelic Society is to issue a limited edition of 760 commemorative covers on June 25.

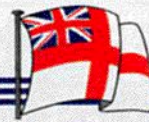
Each will contain a short history and five double-sided photocards featuring HMS *Triumph*, *Theseus*, *Glory*, *Ocean* and *Unicorn* on deployment in Korean waters. All covers will bear the 77p Isle of Man stamp featuring the most decorated Merchant Navy officer from the island, John Watterson, who served in IOMSP ss *Tynwald*, and Sir Winston Churchill, who was Prime Minister for most of the Korean War period.

For further details write to the RNPS at 19, College Road, HM Naval Base, Portsmouth, PO1 3EU.





## At Your Leisure



# Trafalgar hero's tale stranger than fiction

IT'S Sharpe's Trafalgar, now – the man gets everywhere, doesn't he?

In an historical note at the end of his latest novel (HarperCollins £16.99) about the raised-from-the-ranks Rifleman officer played by Sean Bean on the telly, Bernard Cornwell admits he really had no business being there.

But he had to travel home from India and Cape Trafalgar lies not far from the route he would have taken and he might well have passed it on or about October 21, 1805.

So there you are. In any case, if Sharpe had no business being there, then Admiral Villeneuve, commander of the combined French and Spanish fleets, had even less. The great fleet had been gathered to cover the invasion of Britain, for which Napoleon had assembled his Grand Army near Boulogne. The British blockade and the weather combined to keep the enemy in port, except for a foray across the Atlantic by which Villeneuve hoped to draw Nelson away from the English coast.

The foray failed, Villeneuve had put into Cadiz, and there he

was trapped. Napoleon abandoned his invasion plans and marched his army east towards its great victory at Austerlitz. The French and Spanish fleet was now an irrelevance, but Napoleon, furious with Villeneuve, sent a replacement admiral and it seems likely that Villeneuve, knowing that he faced disgrace and eager to justify his existence before his replacement reached Cadiz, put to sea.

The rest, as they say, is history. We won't spoil your enjoyment by going into the fiction, but did any man (besides Richard Sharpe, of course) serve at both Trafalgar and Waterloo?

Bernard Cornwell knows of only one. "Don Miguel Ricardo Maria Juan de la Mata Domingo Vincente Ferre Alava de Esquivel, mercifully known as Miguel de Alava, was an officer in the Spanish navy in 1805 and served aboard the Spanish admiral's flagship Principe de Asturias.

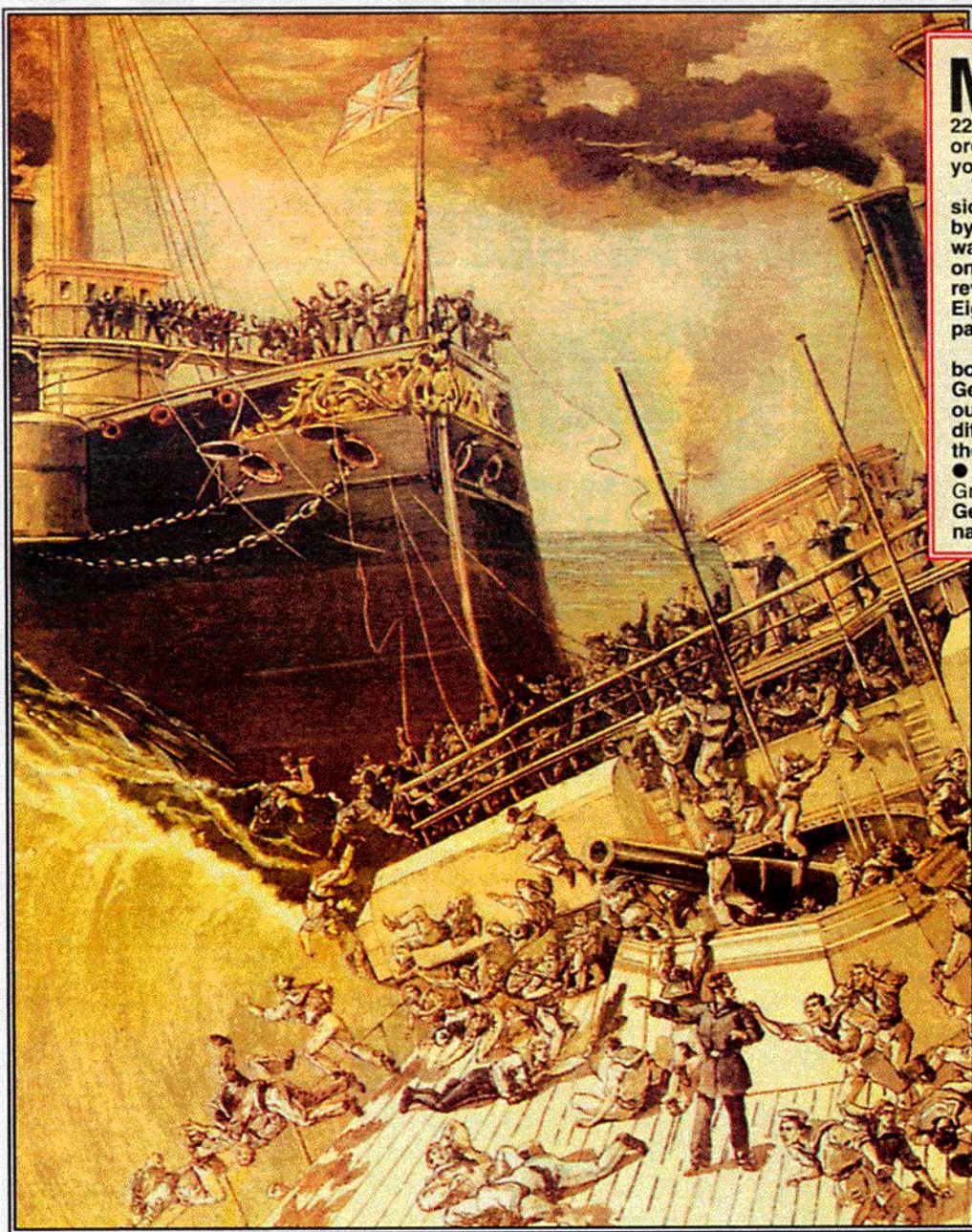
"That ship fought nobly at Trafalgar and, though she was badly hurt, managed to avoid capture and escaped back to Cadiz. Four years later Alava had become an officer in the

Spanish army. Spain had changed sides by then and the Spanish army was allied with the British under Sir Arthur Wellesley, the future Duke of Wellington, as it fought in the Peninsula, and General de Alava was appointed Wellington's Spanish liaison officer and the two became extremely close friends, a friendship that endured till their deaths.

"De Alava stayed with Wellington until the end of the Peninsular War when he was appointed the Spanish Ambassador to the Netherlands and so was able to join the allies at the Battle of Waterloo where he remained at Wellington's side throughout the day.

"He had no need to be there, yet his presence was undoubtedly a help to Wellington who trusted de Alava's judgement and valued his advice. Nearly all of Wellington's aides were killed or wounded, yet he and de Alava survived unhurt. So Miguel de Alava fought against the British at Trafalgar and for them at Waterloo, a strange career indeed."

You couldn't make it up, could you?



**M**ILITARY blunders don't come much bigger than the one perpetrated by Admiral Sir George Tryon, commander of the British Mediterranean Fleet, on June 22, 1893 as he was cruising off the coast of Lebanon. To order a manoeuvre that sinks the fleet flagship from under your feet takes some beating.

The 11 battleships of the fleet were cruising in two divisions, one headed by Tryon in the Victoria and the other by Rear Admiral Albert Markham in the Camperdown. It was a hot, drowsy day and Tryon decided to get everybody on their toes by issuing an order for the two columns to reverse direction by turning inwards just six cables apart. Eight was the minimum to allow the ironclads to safely pass each other – but Markham didn't argue.

And so his ship rammed the Victoria, sending her to the bottom with the loss of 357 lives, including that of Sir George, who appears to have decided it was the honourable thing to do even though it was not the normal tradition for admirals, as well as captain, to go down with their ships.

● A French engraving of the loss of HMS Victoria, from Great Military Blunders (Channel 4 Books £18.99) by Geoffrey Regan, accompanying the TV series of the same name.

## Blunder that is hard to beat...

# 'Hidden wound' of combat surgeons

DURING the Seven Years War of 1756-63, of the 185,000 men raised for service in the Royal Navy no fewer than 135,000 died of disease, with scurvy as the principal cause.

A century later, medical science had advanced somewhat – but even then eruptive fevers were twice as prevalent in the Navy as in the Army (probably because this Service had more boys at that period of life when eruptive fevers are more common).

Rheumatism was, not surprisingly, the worst Naval scourge. Measles was rife in the Navy in 1860 and 1867, scarlet fever in 1861 and 1863, smallpox in 1860 and 1864.

The incidence of dysentery and diarrhoea was higher in the Navy in this period, too, because of poorer diet and exposure of sailors to wet and cold. Erysipelas probably came about because of poor ventilation.

By the time of the Falklands War, another century or so on, death from disease in foreign parts was practically unknown – with a survival rate of those wounded in action to match.

By this time attention was being paid to other con-

siderations – such as post traumatic stress disorder, cases of which were common, particularly among Welsh Guardsmen who survived the Bluff Cove disaster.

Counselling for PTSD had greatly developed since 1945, largely because of total acceptance by the military medical professionals that such a condition actually existed.

Today there is also the chemical and biological threat – and the threat alone does damage enough. As Capt Chris Craig, the senior RN officer in the Gulf War noted: "The emotional preoccupation with chemical weapons was out of proportion with their real threat, but such is the nature of the unknown."

In his highly readable and closely researched study of **Combat Surgeons** (Sutton £20), John Laffin concludes that while they become accustomed to disease, wounds, and their treatment, they are always conscious of the suffering and pain they witness. Most people give no thought whatever to what this does to the surgeons. This, as he says, is their own "hidden wound".

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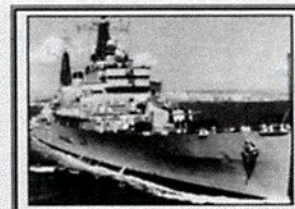
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# The GANG PLANK Club

## CHAT PAD

HELLO again from all the Gang! As you know we are on our ship in Canada at the moment and it's lovely to get letters from everyone, so please keep writing.

Paul Kitching loves our new cartoon strip about the Battle of Taranto and he's pretty good at drawing himself - we loved your picture of a battle at sea.

Thank you to the Gang Plank member who is doing a project on weather around the world at school, but don't forget when you write to Captain Plank that he needs to know your name!

Catherine Thackham, glad you had a great time at Butlins! Another lucky winner with Captain Plank. Ashleigh Whiteway - you look great in your Navy T-shirt!

Hello to Kimberley Griffin, thanks for your letter, and thanks for your thanks Jennifer!

## NEWSFLASH

Spring is here and Summer is just around the corner. This is the time when lots of exciting events are going on. Watch this space for news of some exciting places to go!  
Chatham Navy Days, May 27 to May 29, HMS Collingwood Fun Day, June 17.

## GANGPLANK MEMBERS Thorpe Park

WIN ONE OF 5 FAMILY TICKETS TO THORPE PARK

**TIDAL WAVE A UK FIRST. COMING FOR 2000 IT'S TOTAL DEVASTATION!!!!**

Tidal Wave will set an awesomely wet new standard for white knuckle rides. Riders will 'Live through' the experience of a mega wave strike plunging them 85ft through the water.



Now answer this question correctly and you could win a family ticket to Thorpe Park.

Q: How many feet do you plunge through the water?

Put your answer on a postcard and send it with your name address and membership number to:

The GangPlank Club, Navy News,  
HMS Nelson, Queen Street,  
Portsmouth, Hants PO1 3HH

Closing date for entries - 30th June 2000

The Editors decision is final. Employees and relatives of Navy News are ineligible

**A** VAST YE landlubbers, we be in this great place they call Canada. I be having a wonderful time in this 'ere Quebec.

There be these huge ships what carry people who are doing nothing but enjoying themselves. Me crew say they are called cruise ships.

I be talking to the Captain of one of them and right smart he looked too. He be wearing a white suit, I'd get grubby if I wore one of them on this 'ere ship!

But he be a good man and invited me to what he called a cocktail party. I had to smarten myself up though and I couldn't take Fidget along with me. The party was alright but that there party food wasn't enough to feed a ship's rat! The grog was good though. Be seeing you soon!



# Have a look into Bert's Big Book!

**B**ERT the Deck Hand is the oldest person on the ship, except for Captain Plank who is so old he won't tell us his real age! Because Bert has been around for so long he knows all sorts of things and keeps them written down in his Big Book.

Bert loves looking things up in his Big Book so if you have a question about something why don't you ask Bert? Katie from Portsmouth wrote to Bert to ask what a gibbon is. Bert looked-up 'gibbon' and this is what it said.



"I came across gibbons when I was in South Asia. They are small apes, about 45 to 65cm long. They have long arms and slim hands. Their fingers are hooked so that they can swing through the trees but on the ground they either walk upright like humans or run along on all fours.

"I remember hearing a gibbon and it made a loud whooping noise.

"I also remember that years ago there was a record in the pop charts called The Funky Gibbon by a group of funny men called The Goodies!"

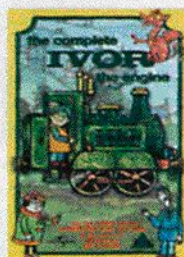
□ To find out what other amazing things are in Bert's Big Book just write your question down and send it to Bert's Big Book, The Gang Plank Club, Navy News, HMS Nelson, Portsmouth, Hampshire, PO1 3HH.

**WIN!**

UNIVERSAL

**WIN!**

All Aboard... Ivor's About To Depart...



Universal Pictures Video

On general release 1st May 2000

**The Complete Ivor The Engine**  
- Your mums and dads will probably remember watching the original TV series about Ivor, the very special Engine. Now you can see all the episodes on one amazing video.

Send us your name, address and membership number on a postcard, and you could win one of these cool videos.

Send to: The Ivor The Engine,  
The GangPlank Club, Navy News,  
HMS Nelson, Queen Street, Portsmouth PO1 3HH  
Closing Date: 31st May 2000

## May birthdays



MANY Happy returns to the following Gang Plank Club members who have birthdays in May:

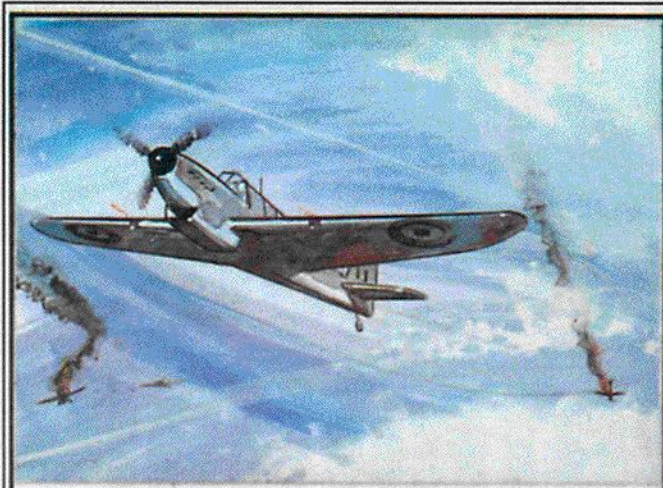
Alana Harris, Hannah Lewis, Gareth Williams, Kayleigh Dyda, Richard Pugh, Scott Sutton, Natalie Humphries, Samuel Taylor, Jessica Desmond, Keith Higman, Joseph Stray, Tara Ward, Callum Miller, Scott Farwell, Marc Ball, Andrew Ball, Jack Hawksworth, Kenneth Saunders, Rebecca Farress, Harry Bailey, Kirsty Jowle-Morgan, Benjamin Riddleston, Polly Welch, Jennifer Gallagher, Carl Turner, Lee Townsend, Keeley Wainwright, Gemma Parkin, Sophie Thomas, Joe Creighton, Darren Bowman, Claire Chipp, Nathan Phillips, Michael Teidman, Victoria Martin, Jonathan Greenall, Joseph Wright, Jonathan Clayton, Robert Brown, James Warren, Zara Dulling, Kristian Behling, Thomas Newton, Daniel Woo, Zoe Hall, Kelly O'Grady, Zoe O'Grady, Danny Lewis, Oliver Turner, Marianne Baird, Rory Spicer, Robert Sawyer, Becky Clayton, Adam Carter, Emma Batchelor, Charlotte Nevitt, Richard Churchill, Sophie Kirby, Constance Malcolm, William Hopper, Adam Mitchell, Tamar Elderton, Charlotte Lockyer, Ricki Shepherd, Michael Clare, Deborah Ling, Alex McCue, James Cooper, Jordan Seldon, Callum George, Gareth Irwin, Gary Mitchellson, Andrew Shorter, Joseph Rose, Alistair Smallman, Richard Mitchell, Kerin Wilson, Cheryl-May Buque, Sarah Green, Aybie Reader, Katie Archer, Bethany Hothersall, Lawrence Chichon, Carly Ambrose, Sean Moran, Matthew Simmance, Alan Duncan, Peter Wojcik, Natalie Birch, Marc Blackburn, Matthew Trotman, Lucy Hayward, Clinton Diete-Spiff, Abbey MacDonald, Joseph Craven, Jack Boarder, Natasha Leak, Michael McNiff, Faye Masterton, Rosa Denny, David Denny, Jade Devenish, Blake Hayward, Rebekah Collins, Rachel Griffin, Johnny Baldacchino, Alexandra Roberts, Ashleigh Pearson, Tanya Ridge, Callum Kill, Bethany Fray, Hannah Chadwick, Lewis Rollins, James Overend, Johan Rietveld and Daniel Sindall.





AS HMS ILLUSTRIOUS moves nearer to Taranto, fears grow that the attack force will be discovered...

# THE BATTLE OF TARANTO



November 11, 1940. Italian aircraft sent to look for Royal Navy ships are quickly shot down by fighters from HMS Illustrious - so the enemy remains unaware of their approach.



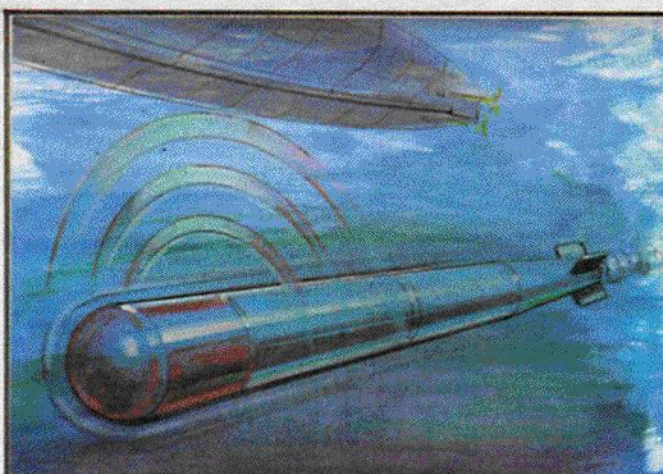
Just before 8pm, the carrier, escorted by four cruisers and four destroyers, is at the launch point 170 miles from Taranto.



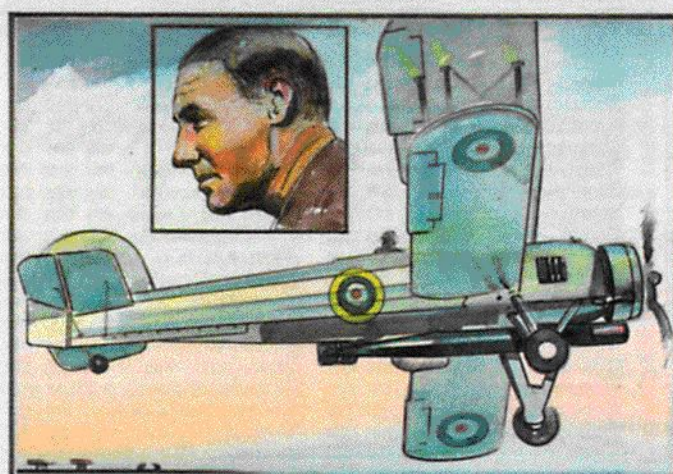
The Swordfish crews are briefed. They are to fly off in two waves and they know they will face a terrible barrage of gunfire from the harbour defences and the warships below.



There is another problem - the Italian ships are protected by steel anti-torpedo nets suspended from buoys - so the torpedoes have to be set to pass beneath them.



If the torpedoes go too deep they will go beneath the keels. If this happens a new device called a Duplex pistol should set off the explosive charge using the magnetic attraction of the ship.



At 8.45pm the first wave of Swordfish led by Lt Cdr K Williamson lumbers off the deck and heads North-West to Taranto.

## Thrilling theme parks

THIS MONTH THE Gang Plank Club have been visiting two of the country's top theme parks to see what thrills and spills they have to offer.

The first place they went to was Thorpe Park which is on the A320 at Chertsey and can be reached from junction 11 or 13 of the M25.

And their next stop was Alton Towers near Uttoxeter, just off the M6 which runs between Birmingham and Manchester.

### WHAT THE GANG THOUGHT OF THORPE PARK

Captain Plank loved Thorpe Park: "Although it isn't as big as Alton Towers there are lots of things to do in water. There's even a boat ride to a proper farm!"

Susie took the young crew to part of the park called Ranger Reef, they quite liked it but they thought the Fantasy Reef and the watery rides were better.

Jack thought: "Pirates 4D was amazing! It really was like you were on treasure island!" He also loved Thunder River and the Flying Fish."

### WHAT THE GANG THOUGHT OF ALTON TOWERS

Alton Towers is packed full of exciting rides, all organised into different areas. The gardens are beautiful and you can walk in them or see them from the amazing sky ride cable car!

Susie: "I loved the rides at Old MacDonald's Farm, there was lots to see, including real animals!"

Jack and Gianni were feeling brave and went on some of the really scary rides. Jack was big enough to go on some of them but Gianni tried them all.

Jack: "My best ride was the Congo River Rapids, we went fast and whirled round and round, it was great fun."

Gianni: "The rides are super dooper. I went on Forbidden Valley and rode on Nemesis. One minute I was flying, the next I was upside down - mama mia!"

### Win tickets to see the Army and Navy rugby match at Twickenham

THE ROYAL Navy Rugby Association has given us a family ticket to see the Army/Navy rugby match at Twickenham on May 6.

It's a great day out and the ticket gives free entry to two adults and two children. To stand a chance of winning it, write to the Gang Plank Club, HMS Nelson, Portsmouth PO1 3HH, telling us the score of last year's Army/Navy match at Twickenham. Don't forget to include your name and address!

### WARNER BROS. FAMILY ENTERTAINMENT



Warner Home Videos

On general release 17th April 2000

The Iron Giant - a fantastic animated adventure starring a 50ft tall robot from out of space and Hogarth Hughes, his earth friend who rescues him. A brilliant story directed by the same man who directs the Simpsons - wow!

Send us your name, address and membership number on a postcard, and you could be lucky and receive one of these fab videos.

Send to: The Iron Giant, The GangPlank Club, Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH Closing Date: 31st May 2000

### STOP PRESS:

CAPTAIN PLANK and the crew have just found out that there are new rides at both Alton Towers and Thorpe Park for the new season.

Thorpe Park has a ride called Tidal Wave. You have to be at least 1.2m tall to go on it but if you do you will be dropping through 85 feet of water!

At Alton Towers they have used old ruins to create a new ride called HEX - The Legend of the Towers. It sounds very spooky!



Please enroll me as a member of The Gang Plank Club. I enclose a PO/cheque (payable to Navy News) for £4.25

Name .....

Address .....

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Joined by: Parent ☐ Grandparent ☐ Other ☐

Do you have any: Brothers ☐ Sisters ☐ Ages ☐

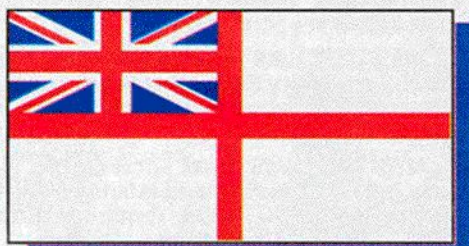
Special Interests: Sport ☐ Music ☐ Film/TV ☐

Friends ☐ Reading ☐

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If you would like any further information before applying, call 023 92 733558 or 023 92 826040 (24 hr Answerphone)

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# It's work hard, play hard with Campbeltown

## Cadets join NATO Atlantic Force on anti-drugs patrols

**H**MS CAMPBELTOWN, the first Royal Naval warship to deploy in the new millennium, has packed in a lot of activity since she left Devonport on January 7 – plus a few days' leisure time.

The Type 22 frigate relieved HMS Coventry as the UK's representative of NATO's Standing Naval Force Atlantic, embarking a batch of Officer Cadets from BRNC Dartmouth for their six-week Initial Sea Training.

After rendezvousing with the other Northern European SNLF units, FGS Niedersachsen, HMNLs Bloys Van Treslong and BNS Wileingen, the newly-formed force took an overnight refuelling stop in the Azores capital, Ponta da Gada. First port of call after crossing the Atlantic was at the American Naval Base of Roosevelt Roads, Puerto Rico, where HMS Atherbaskan, the flagship, and USS John L. Hall joined the force.

The visit provided the ideal opportunity to plan the work up phase as well as lay the foundations for operating together in the coming months. During the stay at "Roosey Roads" members of the ship's company took full advantage of the facilities available. A Force Olympiad was organised, consisting of volleyball, softball, football, tug-of-war, half marathon and 4 X 100m chain of command relay involving the COs of each ship. Several organised tours were also available, including visits to the Rainforest and the Aricebo Observatory.

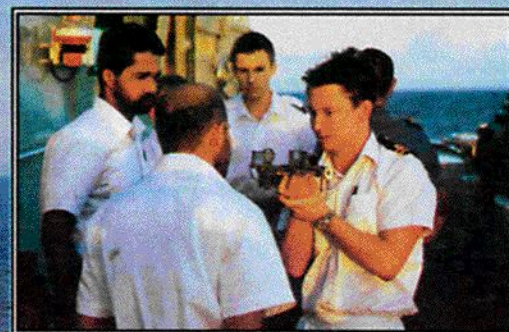
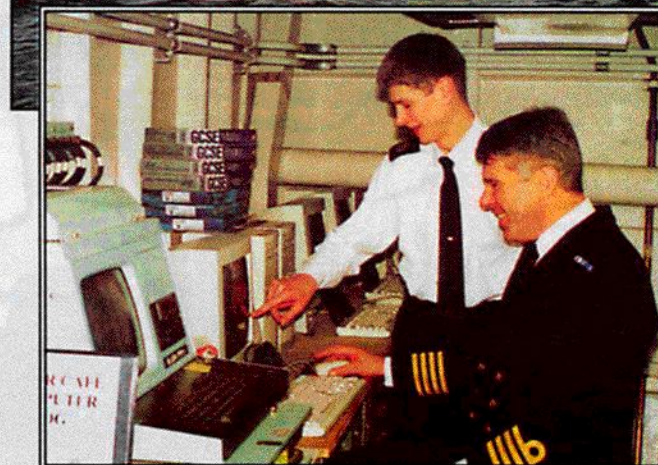
After six days the ship sailed to conduct operational work-up with the rest of the force, including a successful Seawolf missile firing against a very low level, remotely controlled drone. The firing proved the Campbeltown's updated Seawolf system against an unusual target in difficult conditions, having completed extensive trials of the system in home waters last year.

Then it was back to Roosevelt Roads again to prepare a Disaster Relief Exercise for fellow SNLF units. This second visit also saw the Campbeltown's sporting prowess being put to the test once more, with a convincing victory over the Americans on the rugby field and success in an inter-ship soccer tournament. Local school children were treated to a football

coaching session courtesy of CCAEA Linnane and CPOAEA Christopher of 810 B Flight. The force sailed with COMSTANAVFORLANT, Rear Admiral Morse, embarked in Campbeltown. During his time on board he presented the Lady Fitch Trophy, an annual award for providing a service of benefit to the ship's company, to CPOWEA Read – who had established an onboard Cyber Cafe funded by the Windfall Grant.

Campbeltown's operational tasking began during this period at sea. Accompanied by the SNS Reina Sofia, the last unit to join the force, she conducted counter drugs operations before calling at St Thomas in the Virgin Islands to pick up a second batch of Officer Cadets.

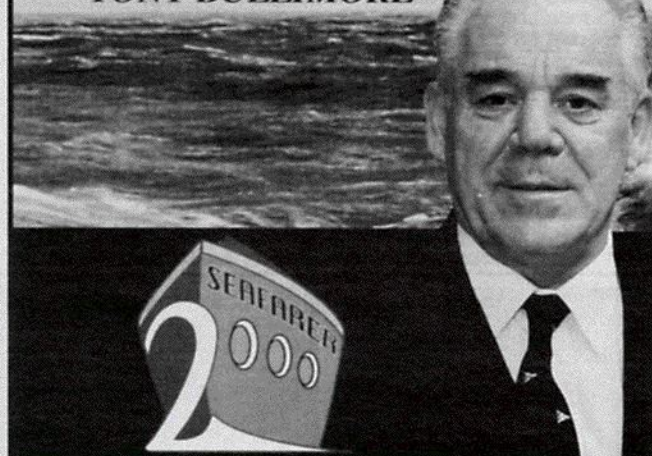
Further anti-drug operations followed – and then it was off to New Orleans in time for the Mardi Gras. Next on the programme was a visit to Mayport, Florida before heading north to Halifax, Nova Scotia and then back to the Eastern Atlantic with visits to several European ports, West Africa and possibly Russia before finally returning home to Devonport at the end of July.



● Above: HMS Campbeltown off Puerto Rico. Inset: Lt Nelson instructs Officer Cadets from BRNC Dartmouth. Left: CPOWEA Read introduces his CO, Capt Tim Harris.

## "DON'T FORGET OUR SEAFARERS"

Round the world yachtsman  
TONY BULLIMORE

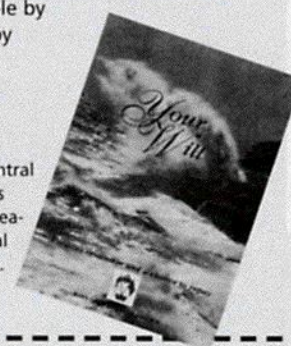


Tony, who survived five days in the southern ocean in an up-turned hull during January 1997 said "I love the ocean but it can be horrendously dangerous. It takes lives - often. Every day of our lives our seafarers assure our survival by risking their lives to provide our defence, our daily food and goods and our leisure."

### A Time to Remember?

One chance we have to remember the debt we owe to our seafarers is with a legacy. For many of us making a Will is a daunting prospect and often a task that is left "until tomorrow". KGFS can help - we have a free guidance booklet. Entitled "Your Will" free copies are available by completing the coupon below or by telephone 020 7932 0000, fax 020 7932 0095 or e-mail: wilma@kgfs.org.uk

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King George's Fund for Sailors is the central fund making grants to nautical charities which look after the welfare needs of seafarers and their dependants in the Royal Navy, Merchant Navy and Fishing Fleets. Visit our web site: www.kgfs.org.uk



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## ROYAL MILITARY TATTOO 2000

**D**E F E N C E  
Procurement Minister Baroness Symons watched Royal Marines abseil from London's Tower Bridge to launch the Royal Military Tattoo – the Armed Forces main Millennium event to be held on Horse Guards Parade from 10-15 July.

More than 1,800 personnel from all three Services will take part in six performances of what is being billed as a unique military spectacular.

It will combine "the most imaginative staging, state-of-the-art technology, pageantry, son-et-lumiere, lasers, fireworks and the world's largest mobile video screen."

Speaking at the launch party on

# 'A unique and memorable celebration'

board the Type 23 frigate HMS Sutherland in the Pool of London, Baroness Symons said: "It will present one thousand

years of key events in our military history. It will also cover the role of our Armed Services as a force for good in the world today, and provide a glimpse into the future.

"The Tattoo will combine the best of modern production technology and traditional pageantry to provide a unique and memorable celebration. It will bring together personnel from all three Services in an event which will differ completely in format from any military entertainment previously seen anywhere in this country.

"It will be the first time that anything of this magnitude and complexity has been attempted on Horse Guards Parade."

The Queen and four senior members of the Royal Family will take the salute at various perfor-

mances during the week.

Sponsored by Amey, BAE Systems, the Daily Telegraph and the Naafi/Warrior Group, each two-hour performance will start with a fly past. Parachutists will drop into the Horse Guards arena, 200 horses will charge across it, glimpses of history and military events will flash by as bands from all three Services provide musical accompaniment.

Proceeds will go to King George's Fund for Sailors, the Army Benevolent Fund and the RAF Benevolent Fund.

There will be more than 13,000 seats available on each of the six nights with tickets ranging from £20-£50. Tel 0870 241 0301 for details. There is also an information line: 09068 122953 (calls cost 60p at all times). Website: www.rmt2000.mod.uk E-mail: enquiries@rmt2000.mod.uk

# WIN TICKETS

**Don't miss this fantastic opportunity to experience this unique show!**

Answer the simple question below and send your answer on a postcard to:-

**Navy News/RM Tattoo 2000 Competition,**  
HMS Nelson, Queen Street, Portsmouth, Hants PO1 3HH  
To arrive no later than Friday 9th June 2000.

**HOW MANY PERFORMERS ARE EXPECTED TO TAKE PART IN ROYAL MILITARY TATTOO 2000?**

Tickets are worth £50 each and there will be no cash or prize alternative.  
The judges decision is final. Employees and relatives of 'Navy News' are ineligible.







# Short service? – You may still be entitled to a pension

**S**OME Service people may not be aware that if they have completed at least two years' contracted out service in the Armed Forces – or at least five years at the age of at least 26 before April 6, 1988 – they may still receive a pension.

If they have not served long enough to be eligible for an immediate Service pension, they will qualify for a preserved pension and – in most cases – a preserved terminal grant which will be payable at age 60 or before that if they become permanently incapable of working.

For each year of service over the age of 18 (21 for officers), the rate is 2.75 per cent (3 per cent for officers) of the full career pension obtained for the appropriate rank at the time of leaving. The full career pension is that awarded after 37 years service, and 34 for officers.

Preserved terminal grants are three times the annual preserved pension – which is not commutable.

If more favourable, a pension may be awarded under the Social Security Pensions Act 1975, but no terminal grant

will then be paid.

When the preserved pension becomes payable it will be enhanced by the pensions increases which have applied since discharge date. The preserved terminal grant will also reflect the increases, and after that, the pension will be raised under subsequent Pensions Increase schemes.

All members of the Armed Forces Pension Scheme, who leave without qualifying for an immediate pension, can transfer their pension rights to certain other pension schemes.

Anyone who wishes to do that should apply through their new employer, or the administrators of their new pension scheme, to the address at the end of this article.

**Application for payment at age 60 should be made to the same address three months before reaching that age.**

Also, an application should be made for a preserved pension from someone under 60, incapable of work through physical or mental infirmity. The application must be supported by a medical certificate.

In the event of death before payment of a pension begins, the widow or widower – or eligible child if there is no surviving spouse – should apply for a Forces Family Pension and, if applicable, a preserved terminal grant.

terminal grant.

In the case of no surviving spouse or children, and the deceased having been awarded a preserved terminal grant on discharge, application should be made for payment of the grant to the estate.

If death occurs after pension payments have started, the widow or widower, or – in the case of no surviving spouse – eligible children should apply for a Forces Family Pension. In that case a short-term pension is payable for a minimum of 91 days at the rate of issue on the day of the spouse's death.

Where marriage took place before the Service person left, the pension will be between one-third and a half of the pre-

served pension, depending on length of service from April 1, 1973, and whether an option had been made to buy-in time to qualify for the half-rate widow's or widower's pension.

The widow's or widower's pension will be increased by the appropriate Pensions Increases, which will also be reflected in the preserved terminal grant.

**Eligible children may also be awarded a Forces Family Pension until the age of 17, and it may be continued while they are in full-time education after that age.**

Where the marriage took place after the person left the Service, a pension will be

granted to the widow or widower only in respect of contracted-out service from April 6, 1978. The rate will be half of the spouse's pension proportionate to the amount of reckonable service given after April 6, 1978. Pension increases will be applied to those benefits. A child of the marriage would not be eligible for a pension.

In all cases the most favourable rate of Forces Family Pensions is payable, taking into account the provisions under the Social Security Pensions Act 1975.

Applications in respect of preserved pensions should be made to: NPP(ACS), AFPA(C), Centurion Building, Grange Road, Gosport, Hants., PO13 9XA.



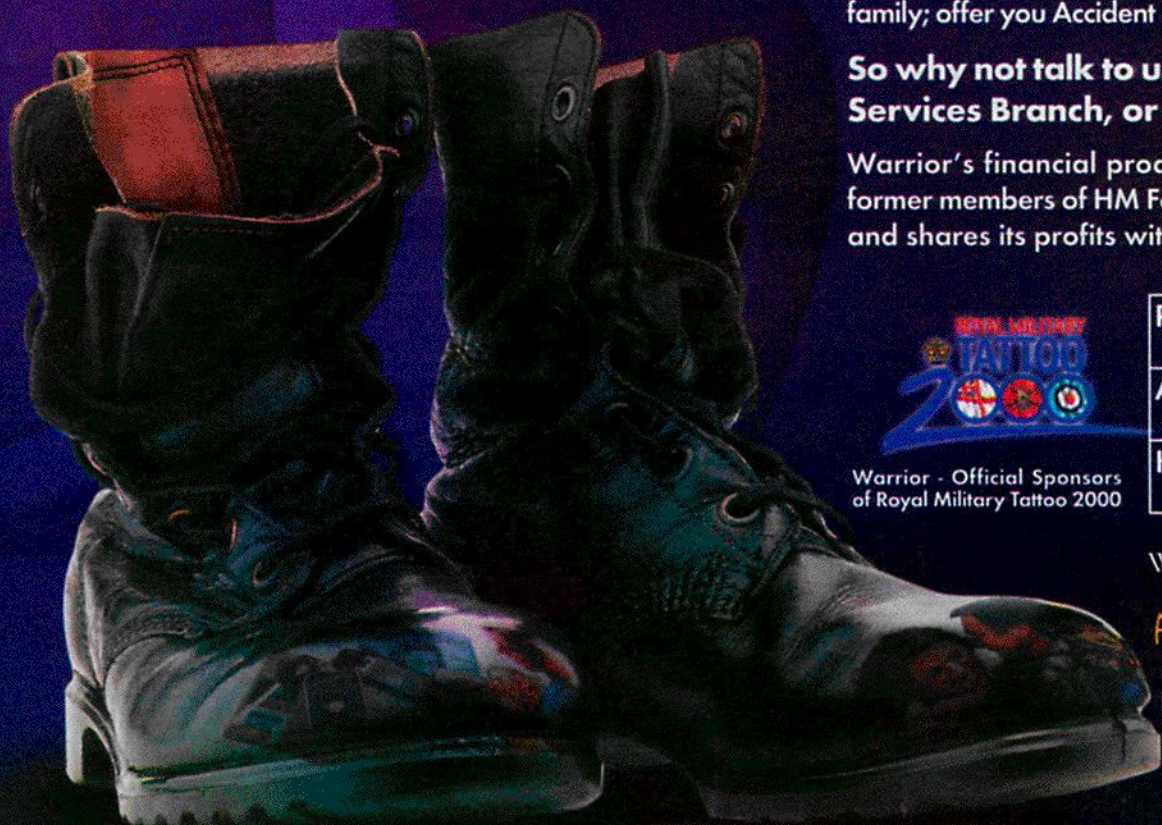
*'I should get a terminal grant, anyway!'*



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## FAMILIES ABROAD GET UK STUDENT LOANS

CHILDREN of Service people based overseas are now eligible for student loans in the UK under new rules announced by Armed Forces Minister John Spellar.

The change in the new Education (Student Support) Regulations has been introduced by the Department for Education and Employment.

The Ministry of Defence worked closely with the Education Department and the Service Families Task Force to bring about the changes.

As a result, the dependants of Service people are now exempt from having to be resident in Britain for three years before they can apply for a student loan.

Mr Spellar said eligibility for student loans from overseas had been one of the first issues addressed by the Service Families Task Force. MOD, the Education Department and the Task Force had worked closely together to solve the unique problem experienced by Service families living abroad.

"It is important that Service children have access to the best education Britain can offer," he said.

Local authorities in England and Wales are being notified of the change. Education authorities in Scotland and Northern Ireland already exempted the children of Service personnel.

# Forces motorists offered complete protection plan

**P**AYING TOO much for your motor insurance? That's the question many insurance companies ask in an effort to tempt you to buy motor insurance from them. But how cheap is their offering – and is it appropriate to Service lifestyle?

Warrior, working with Naafi Financial Services, has now launched a policy that not only aims to vie with the competitive premiums quoted by various companies, but also provides a host of benefits not available elsewhere – what is described as a complete Forces motorist protection plan.

Following the success of the product for British Forces serving in Germany, where it quickly established itself as the first choice for customers, the ServiceGuard Motor Insurance policy has been upgraded and will now be promoted extensively.

So how will the product compare with others available in the High Street and over the telephone? Keith Frampton, Warrior's insurance spokesman explained:

"I believe our premiums offer exceptional value for money. All our comprehensive policies come with free RAC roadside assistance – which is worth over £100 – and covers you throughout Europe."

"This is very handy if you are just popping down to the shops,

**'The Ministry of Defence is very keen that all Service personnel arrange personal accident cover'**

but absolutely invaluable if you are posted to Germany and need help on a deserted strasse in Baden Baden.

"In fact, our overseas benefits don't end there. The policy is pan-European, which means that you don't need to cancel and start again if you're posted to Germany, nor do you need to arrange or pay

for a Green Card when you travel throughout Europe.

"This can cost £25 from other companies every time you want to cross the Channel."

As well as those conveniences and savings, Warrior is proud of the way customers' claims are dealt with: a dedicated Forces unit, manned 24 hours a day and 365 days a year, is committed to getting motorists back on the road as quickly as possible.

If the policy is that good, why the upgrade? Mr Frampton explains: "The Ministry of Defence is very keen that all Service personnel arrange personal accident cover to provide a financial buffer in the event of serious injury. Rightly so when you consider the hazardous nature of the job."

"Accordingly, we will now provide £10,000 worth of cover automatically – free of charge. This will provide personal accident cover 24 hours a day, 365 days a year, and compensates for serious injury."

"The cover can also be increased to £100,000 and/or extended to include families as required by the customer."

● THIS feature was provided by Warrior Group Ltd, which in partnership with Naafi, offers financial services to members of the Armed Forces. Further information: call Warrior on 0800 21222324.

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£7,500	Monthly	£719.78	£282.48	£165.18	10.9%
	Total	£8,637.34	£10,169.32	£13,874.59	
£5,000	Monthly	£482.12	£190.76	£113.17	11.9%
	Total	£5,785.37	£6,867.37	£9,506.37	

Without Repayment Protection: For guide purposes only. Actual payments may differ by a few pence.

LOAN		1 year	3 years	7 years	FIXED APR
£12,500	Monthly	£1,101.74	£406.02	£210.44	10.9%
	Total	£13,220.88	£14,616.65	£17,676.22	
£7,500	Monthly	£667.35	£250.01	£133.38	12.9%
	Total	£8,008.09	£9,000.17	£11,203.85	
£5,000	Monthly	£449.02	£170.90	£93.69	14.9%
	Total	£5,388.17	£6,152.26	£7,870.50	

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Unfortunately, the relationship was not long-lived and he was left with all the liabilities but only one income to service them. In order to survive he lived on credit cards and consolidated her borrowings with further loans. Eventually the situation became impossible and he turned to FCL for help.

#### DEBT SOLUTIONS

By this time, the total value of his unsecured creditors, i.e. not including the mortgage and HP payments was around £21,000. We assessed his full financial situation and established that his monthly disposable income (i.e. money left after paying the mortgage, household bills and living expenses) was £185. FCL were able to assist this client by preparing proposals to the client's creditors offering this monthly sum over a period of 5 years in **full and final settlement** of all his unsecured liabilities. This offer, of around 50% of the total debt was accepted by the majority of the Creditors and became legally binding on them all. As you can imagine this was a relief to the client who now felt able to make a **fresh start** in his life.

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## Family Matters



### School forced to close by declining numbers

NAVAL community organisers in Plymouth have been forced to close a pre-school as a result of a drastic decline in numbers.

The facility at Hillcrest Community Centre, Plympton, had as many as 70 children for five half-day sessions three years ago but over the past year numbers dropped steeply until only two children remained.

Naval Area Community Officer Nick Bennett described the closure as 'heartbreaking' and told *Navy News* that the school, which had employed two trained members of staff, had received two positive OFSTED reports.

He said that at present there was over-provision of pre-schools in the Plympton area, although numbers fluctuated and it was hoped to re-open the school, which was still fully stored and was at present being used as a creche.

If there is no sign of recovery by the end of the summer break, the facility could be converted to offer full day-care, for which there was a higher demand.

Anyone interested in the Hillcrest pre-school should call Navy under-fives co-ordinator Patricia Whiteley on 01752 782921.

# Trust gives cadets £1m

**SEA CADETS** are celebrating a £1 million charity trust investment which will fund a brand new offshore power training vessel.

Two former training vessels which belonged to the Corps had to be decommissioned when they failed to meet strict new safety standards introduced in 1998.

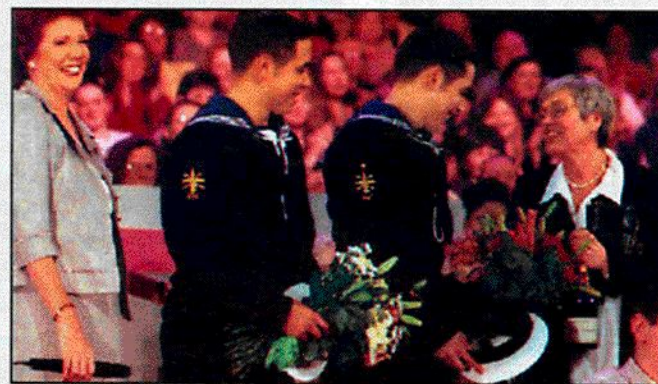
And when Alan Grieve, Chairman of the Jerwood Foundation, read about their loss he stepped in to offer the charity's support.

Mr Grieve said: "The more I learned about the Sea Cadets the more I came to admire and respect the benefits they bring

to some 13,000 young people from all over the UK."

The Jerwood Fund has invested £1m to fund the project and the Training Ship John Jerwood is expected to be launched by Sea Cadets at Plymouth next year.

Commodore of the Sea Cadets, Commodore Roger Parker said: "Without the Jerwood Foundation's contribution, the Sea Cadets would not have been able to offer power boat experience to trainees, a crucial part of their naval instruction."



● **HELLO MUM:** Jamie and Robin Hambly spring their surprise.

## Surprise surprise!

TWO Royal Navy twins gave their mother the shock of her life during a Mother's Day special of Cilla Black's *Surprise Surprise!* Jenny Hambly thought her son Jamie was in HMS Campbeltown in Florida and that twin Robin was away in HMS Cardiff, and she was driven to the TV studio by friends who said they'd won tickets to the show.

But Jamie had been flown back to Britain and both twins marched on stage with 20 sailors from HMS Fearless. When Jenny spotted them they leapt into the audience with flowers and then took her out to a top London hotel at the show's expense. Jamie said: "I knew Mum would be happy and I was very pleased to be chosen to be flown back to Britain."

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## Ladysmith revisited

**YOUNGSTERS** from Manchester took the field gun competition back to its roots when they visited South Africa on the 100th anniversary of the relief of Ladysmith.

The Manchester Youth Field Gun team was set up 17 years ago to give inner city youngsters the chance to take part in the toughest team sport in the world.

They were invited to join the centenary events in South Africa and they flew out with their guns and limber accompanied by Devonport's 1998 Field Gun Officer, Lt Cdr Thomas McAuslin.

During their 16-day stay they re-enacted the crossing of the Tugela River at Colenso with Durban Sea Cadets and the South African Navy Field Gun Team, called at local schools and visited Zulu and Boer war battlefields.

At Ladysmith, Lt Cdr McAuslin laid a wreath with the inscription 'In memory of those who inspired a Royal Navy institution, now also sadly gone.'

He said: "As an ex-FGO it was a great honour to be in Ladysmith where it all began 100 years ago and in the absence of the Navy I was proud to play my part in supporting the lads from Manchester, taking field gun back to its roots."



● **DOUBLE TAKE:** Stephen Knightley (left) with his brother Peter after their reunion on board HMS Exeter.

## Double trouble

**SAILORS** on HMS Exeter thought they were seeing double when OM Peter Knightley was reunited with his brother Stephen.

Exeter called at Gibraltar on her way back from Armilla Patrol in the Gulf and the ship's company were allowed to fly out close relatives for the voyage back to Portsmouth.

Peter's identical twin brother Stephen was among the visitors and to add to the confusion, he is also an OM in the Royal Navy. The only obvious difference between the two was his brother's HMS Dryad cap tally!

## IN BRIEF

A **WELSH** Sea Cadet Unit could soon go under unless a cash lifeline is thrown to them.

Weighed down by heavy bills, the Harrier unit at Milford Haven is struggling to pay for insurance and heating of their not-quite-finished HQ at Milford Docks.

When developers bought the land which their old building stood on they offered to construct only the shell of their new building, and the new HQ is still missing a first floor and two flights of stairs.

Without a top floor or insulation, heating bills have been going through the roof. Despite a huge fundraising effort by the Cadets they believe the unit will be sunk unless immediate help is found.

THE **NAUTICAL** Training Corps is holding a Founder's Celebration and mini-tattoo in Hove on June 10 and 11.

The event will be held on Brunswick Lawns by the seafront and it's free to attend. Highlights include an arena display by the NTC, bands, a field gun run, battle re-enactments, a parade and an exercise with the coastguard helicopter and Shoreham lifeboat.

For details call the National HQ of the Nautical Training Corps on 01444 413 847.

**BARRY** Sea Cadets have launched an appeal for instruments to secure the future of their Bugle and Drums Band which formed 60 years ago.

They are currently making do with borrowed instruments, mace and webbing and would have to disband if they were called back. Donors should contact Mr Don Stenhouse, Seawinds, 2 Winsford Road, Swanbridge, Sully, South Glamorgan.



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# **Motoring** with Glynn Williams



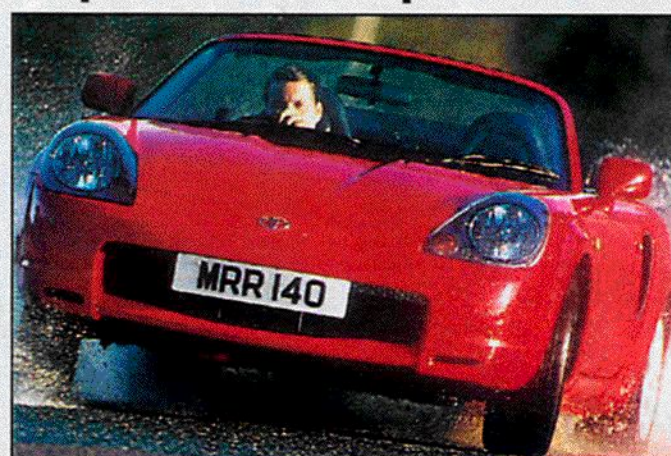
● The new Mitsubishi Shogun Pinin – now an even more attractive deal.

## New 'Midship Runabout' MR2 is a potent sprinter

WHAT is a Midship Runabout? In Toyota's terms it's the latest version of the MR2 sports car (right) which has just gone on sale priced at £18,495 on the road.

Far from the old hairdresser's image, the latest mid-engine, rear-wheel drive, two-seater to bear the badge is a potent beastie with class-leading power-to-weight ratio, with 140PS from its 1.8-litre engine and with variable valve timing.

Its limited-slip differential allows it to sprint from standstill to 60 in less than eight seconds, and is capable of 130mph.



## This Shogun takes a sword to prices

**T**HERE ARE some very good deals around for car buyers these days, thanks to shake-ups in the global conglomerates – mergers, sell-offs and restructuring which might have been once in a decade but which now seem almost monthly.

Prices – new and used – have tumbled amid the uncertainties.

But some areas are stronger than others, and Mitsubishi was among the first to offer cuts with confidence, on the back of its class-leading range of winners fast being expanded.

The Shogun is a classic,

renowned for holding its values, and now the key model has been re-launched and joined by the rebadging of the Challenger and entry of the new Shogun Pinin, a trendy 4x4 which is priced from under £14,000 to a fiver short of £17,000.

The European-designed and built Pinin came down in price – against an anticipated £15,000-£19,000 bracket, even before it went on sale.

And now the deal for this rival to Toyota's RAV4, Honda's HR-V and Suzuki's Vitara Sport, has just become even more attractive.

When I tested the £14,995 GLX version of the Pinin, it had the option of satellite navigation, incorporating the standard LCD display features of audio selection and trip computer – a brilliant piece of kit accurate to about three

metres. The system is now free on GLX and GLS models, giving ten per cent added value.

The Pinin handles like a car through corners and is effortless to manoeuvre in tight spots, while retaining its feeling of robustness.

While the two and four-wheel drive options and high-low ratios are selectable, the system is intelligent, shifting between the drive modes as conditions demand.

As with its rivals, the first Pinin is a three-door four-seater, with not a lot of luggage space at the back – but the back seats are split 50:50 and folding, and wide enough for just one to be folded to take an electric wheelchair.

Rear passenger access can be a bit tight, but I think most people will treat it as a high-riding, roomy sports car. A five-door follows in September.

### CAR FACTS

**MODEL:** Mitsubishi Shogun Pinin 1.8 GLS.  
**PRICE ON ROAD:** £14,995.  
**ENGINE:** 1.8-litre GDI direct petrol injection producing 118bhp.  
**TRANSMISSION:** Five-speed manual or optional four-speed electronic, automatic shift, with

intelligent, part-time, all-wheel drive plus selection.  
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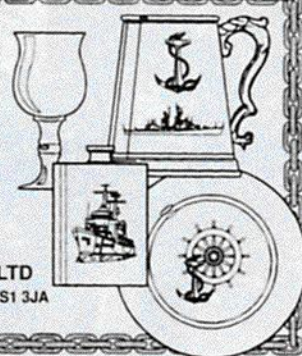
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# NoticeBoard



## Appointments

Rear Admiral I. R. Henderson to be Air Officer Commanding 3 Group at HQ Strike command, Flag Officer Maritime Aviation (FOMA), and Commander Air East and Maritime Air North (CAEMAN). April 1.

Capt C. A. Johnstone-Burt to be CO HMS Montrose and Capt F6 July 24.

Cdr R. Farrington to be CO HMS Nottingham. Sept. 5.

Cdr B. J. Key to be CO HMS Iron Duke. Aug. 29.

A/Cdr S. J. Pearson to be CO HMS Newcastle. June 5.

Lt Cdr D. P. Reindorp to be CO HMS Shetland. July 24.

Lt M. T. J. Jarrett to be CO HMS Biter and OIC Manchester University RN Unit. Aug. 1.

## Points

NOW THAT advancement to petty officer has been replaced with promotion by selection, there is no need to publish monthly rosters, points or basic dates of passing for PO or the number of promotions to PO.

However, so that leading hands will know the basic date of the next fully eligible person on their frozen roster, details will be published in our May and November issues.

If there is no basic date or points shown, all personnel on the roster have been selected for promotion or there is no one eligible at present.

The following shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates in April after issue of B13s.

Intermediate (Int) indicates that personnel are advanced in basic date order. Dates shown against 'int' rosters are the basic dates of the top eligible personnel. The number following the points (or basic date) is the number advanced in April.

CCMEALM - Int (24.3.00), 6; CCMEAL - Int (27.3.00), 1; CCMEALSM - Dry, Nil; CCMEALSM - Dry, Nil; CCWEAADC - Dry, Nil; CCWEAWDO - Int (30.7.99), Nil;

## Deaths

LWTR Paul Samuel Bates, MOD London, March 25.  
Mne Alan Wayne Richards, CTC Lymington, March 31.

Rear Admiral Dennis Campbell CB, DSC, inventor of angled flight deck and first CO HMS Ark Royal (IV) 1955-56. Served 1925-60. Appointments: Thunderer, Repulse, Wolfhound, Sesame. Qualified as pilot, then Furious (401 & 405 Flights - Fairey Flycatchers), Ark Royal (CO 803 NAS - Skuas). DSC 1940. Test pilot Boscombe Down (first deck landing of Blackburn Firebrand - illustrious 1943). Senior Naval Representative to British Air Commission in Washington 1943-45, HMS Glory (Cdr Air), Tintagel Castle (CO), Director Naval Air Warfare 1956-57, Flag Officer Flying Training 1957-60. Aged 92.

Rear Admiral Douglas Granger Parker CB, DSO, DFC, wartime fighter squadron CO and Assistant Chief of Naval Staff (Ops & Air) 1969-71. Served 1940-71. Joined as Naval Airman, HMS St Vincent. Gained wings and commissioned. Appointments: HMS Landrail (772 NAS - Skuas), Victorious (884 NAS - Fulmars). Pedestal convoy - one kill, shared another. Re-equipped Seafires - N. Africa landings, Stalker (833 & 880 NAS - Seafires, Salerno), Boscombe Down (Corsair evaluation pilot), Punisher (1845 NAS CO - Corsairs), Slinger, Formidable (1842 NAS CO - Corsairs). Raids on Sakishimo Gunto islands and led first British air raid on mainland Japan - DSC, DSO). Post-war: Triumph (800 NAS CO - Seafires), Boscombe Down test pilot (flew 64 different types - AFC), St Austell Bay, Goldcrest (898 NAS CO - Sea Hawks), Deputy Director Air Warfare, HMS Cavendish (CO), Daedalus - Capt (Air) to FO Naval Air, Hermes (CO 1967-69). Member of FAA Officers' Association. March 14, aged 80.



All you have to do is find the buoy hidden somewhere on our website at:

[www.navynews.co.uk](http://www.navynews.co.uk)

e-mail your answers please to: [enquiries@navynews.co.uk](mailto:enquiries@navynews.co.uk)

Don't forget to include your name, address and telephone number!

Competition closes on 22nd May 2000.

First five correct e-mails drawn will win a superb sweatshirt.

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NAVY NEWS looks back through its pages to recall some of the May headlines of past decades...

## THE TIME OF YOUR LIVES

### 40 years ago

NAVAL personnel everywhere were reported to be delighted and relieved that the RN Barracks Chatham would not be handed over to the Army as had been proposed with the end of the Nore Command in 1961.

With the dropping of the Blue Streak nuclear missile project, the Admiralty was asked to make an urgent study of the requirements for a British submarine capable of carrying US-designed Polaris missiles. It was estimated that ten or 12 such boats would be needed.

### 30 years ago

A 1,800-MILE journey by four Wessex Mk 5 aircraft of 845 Naval Air Squadron, from northern Norway to their base at RN air station Culdrose, was believed to be the longest formation flight made by four British military helicopters.

For the first time in over 40 years, two Royal Navy ships - Puncheston and Yarnton - passed through the Clarence Strait between Iran and Qeshm Island. The ships were based at Bahrain with the Ninth Mine Countermeasures Squadron.



● HMS Yarnton - based at Bahrain in 1970.

### 20 years ago

THE SOVIET Union was launching a nuclear-powered submarine every six weeks - more than double the rate of the West, said the Government's Defence White Paper. The defence budget for the coming year was £8 billion, an increase of about 3.5 per cent.

The White Paper also said that the arming of Britain's Service women to relieve manpower shortages had to be considered, but was "unlikely to be immediate".

CCWEAADCMS - Int (17.3.00), Nil; CCWEAWDOSM - Dry, 3; CCWEASWS-NAVSM - Dry, Nil; CCWEASWSTECSSM - Dry, Nil; CCAEAM - Int (1.9.99), 1; CCAEAR - Dry, Nil; CCAEAWL - 292 (1.9.96); PO(EW)(O) - (7.9.99); LS(EW) - Dry, Nil; PO(M) - (10.1.00); LS(M) - Int (13.1.98), Nil; PO(R) - (6.5.97), Nil; LS(R) - Int (7.9.99), Nil; PO(S) - (11.1.00); LS(S) - Dry, Nil; PO(D) - (11.3.97); LS(D) - 762 (15.6.93), 3; PO(MW)(O) - (15.2.00); LS(MW) - Dry, Nil; PO(SR) - (10.6.97); LS(SR) - Int (9.6.98), Nil; PO(SEA) - (15.2.00); POCO - (9.6.98); LRO - Int (8.2.00), Nil; POPT - 549 (12.10.93); RPO - 500 (2.11.93); POMEM(L)(GS) - (19.1.00); LMEM(L)(GS) - Int (14.6.99), 10; POMEM(M)(GS) - (27.10.98); LMEM(M)(GS) - Int (21.4.98), 10; POWEM(O) - (2.3.99); LWEM(O) - Int (25.9.99), Nil; POWEM(R)(GS) - (7.9.99); LWEM(R)(GS) - Dry, Nil; POCA(GS) - (2.8.97); LCH(GS) - 106 (16.7.97), 4; POSTD(GS) - 518 (9.12.93); LSTD(GS) - 437 (16.2.95), 6; POSA(GS) - (25.6.98), Nil;

LSA(GS) - Int (14.2.99), 2; POWTR(GS) - 139 (26.7.96); LWTR(GS) - 254 (22.9.96), 6; POMA - (10.3.98); LMA - Int (10.11.98), 6; PO(S)(SM)(O) - (20.1.00); LS(S)(SM) - Dry, Nil; PO(TS)(SM) - 261 (24.10.95); LS(TS)(SM) - Int (26.2.99), Nil; PORS(SM) - (10.6.97); LRO(SM) - Dry, Nil; POMEM(L)(SM) - Int (16.6.99), Nil; LMEM(L)(SM) - Dry, Nil; POMEM(M)(SM) - (14.3.00); LMEM(M)(SM) - Int (1.12.99), Nil; POWEM(R)(SM) - 356 (7.3.95); LWEM(R)(SM) - 856 (3.3.92), 1; POSA(SM) - LSA(SM) - Int (15.7.98), 1; POWTR(SM) - LWTR(SM) - 184 (5.12.96), Nil; POCA(SM) - (23.5.98); LCH(SM) - 776 (5.12.92), Nil; POSTD(SM) - 476 (8.3.94); LST(SM) - 515 (17.2.94), Nil; POA(AH) - (21.5.97); LA(AH) - 258 (10.7.96), 4; POA(METOC) - (22.6.99), Nil; LA(METOC) - Int (2.2.99), Nil; POA(PHOT) - 818 (25.2.92), Nil; POA(SE) - 621 (11.11.92), Nil; LA(SE) - Int (4.6.98), Nil; POACMN - 373 (29.9.94), Nil; POAC - Dry, Nil; POAEM(M) - LAEM(M) - 463 (9.2.95), Nil; POAEM(R) - LAEM(R) - 562 (17.2.94), Nil; POAEM(L) - LAEM(L) - 353 (5.10.95), Nil;

Nil; POW(RS) - (12.10.99); POWETS - 512 (4.11.93), Nil; LWETS - Dry, Nil; POWWA - POWDHYG - POWDSA - (20.1.98); LWDSA - Int (11.2.98), 1; PONN - (14.7.96); PO(AWW) - LOM(AWW) - Int (16.3.99), Nil; PO(AWT) - Int (11.1.00); LOM(AWT) - Int (8.6.99), Nil; PO(UW) - (7.2.00); LOM(UW) - Int (30.3.00), 10; PO(EW) - (3.3.00); LOM(EW) - LOM(MW) - Int (7.9.99), Nil; PO(C) - LOM(C) - Int (17.2.99), Nil; PO(SSM) - (8.7.99); LOM(SSM) - Int (18.2.98), Nil; PO(TSM) - (13.10.99); LOM(TSM) - 158 (19.3.97), Nil; PO(CSM) - (27.8.99); LOM(CSM) - Int (2.12.99), Nil; POWSM - (3.2.00); LOM(WSM) - 573 (26.5.94), 3. Basic date for ratings in the following category, which has no examination for the next higher rate, is in accordance with BR1066 Chapter 22: POWTEL - 450 (1.12.95). The number of B13s issued in the female categories are those advanced from the female shore roster.

## Officer promotions

Promotions to lieutenant commander RN and major RM effective October:

### WARFARE BRANCH

General Service - E.G. Ahlgren, P.J. Barron, S.J. Beaumont, W.D. Bennett, A/Lt Cdr T.J. Billington, A/Lt Cdr R.J. Curtis, G.K. Elsom, E.C. Garlick, T.M. Henry, A/Lt Cdr R.J. Higgs, A/Lt Cdr T. Hogan, H.R.G. Howell, A.A. Jordan, J.D. Lett, A/Lt Cdr D.R. Parry, M.R. Pugh, M.T. Reed, M.S. Robinson, M.R. Taylor, M.K. Utley, E.G. Walker, A/Lt Cdr J. Whitlam.

Air - I.S. Bithell, A.P. Clarke, G.E. Cook, T.G. Deb Hart, S.W. Dufosse, G.J. Finn, J.A. Ford, P.D. Gardiner, M.G. Grindon, D.G.W. Hinch, S. Lynch, D.M. Oddy, A/Lt Cdr B.O. O'Sullivan, J.P. Phillips, D.M. Ritchie, P.N. Robertson, R.C.V. Smith, J.R.N. Taylor, T.J. Taylor, T.C. Watkins, M.A. Williams.

### ENGINEERING BRANCH

Engineering - G.B.J. Anily, D.P. Bell, P. Berry, P.K. Bissett, I.M. Bissett, R.G. Burge, P. Chambers, I.R. Cowper, A.J.P. Dunn, I.R. Finn, P.G. Game, A/Lt Cdr J.M. George, C.M. Green, T.R. Hatcher, I.S. Hobson, J.S. Hutchings, A/Lt Cdr L. Jordan, D.A. Joyce.

T.S.N. Love, M.E. Low, P.J. Moss, J.W. Parrett, C.P.B. Pearson, J.P.L. Pheasant, M.R. Pickles, M.E. Prince, M.D. Ralphson, D. Richardson, P.J. Richman, A.L. Rundle, M.J. Smith, R.W. Sutcliffe, R. Young.

TMIS - C.B. Cook, D.M. Orton, I.J. Pears, A. Taylor.

### SUPPLY BRANCH

M.Bell, K.J. Bunt, P.C. Grocott, D.A. Hall, J.C.S. Pheasant, G.C. Plance, A.D.R. Stillwell, Cox, R.F. Turner, N.A. Walker, P. Waterhouse, S.W. Young.

### MEDICAL SERVICES BRANCH

A/Lt Cdr F.J. Gerrell, A/Lt Cdr C.J. McLaughlan, S.T. O'Callaghan, A/Lt Cdr B.R. Richards, A/Lt Cdr M.F. Trasler.

### ROYAL MARINES

To Major - D.I. Bain, R.J. Bulmer, H.F.G. Devlin, R.W. Perry.

To Major (Band) - P.F. Watson.

NON-SPECIALIST FEMALE OFFICERS

S.L. Gale, S. Leigh.

### OARNS

C.J. Robson, S.J. Spencer.

## Promotions to WO

THOSE LISTED below have accepted promotion to Warrant Officer following the February/March 2000 Selection Boards. The effective date for promotion is March 31 next year.

### WEAPONS ENGINEERING

To WO(WEA)(ADC) - G. Edgington, K.A. Edgington, M. Fieldsend, N.A. Smart, I.M. Thurston, A.P. Whiteley.

To WO(WEA)(WDO) - D.J. Appleby, S.J. Beattie, J. Eames, A. Forster, B. Hill, D.J.R. Newson, P. Nuttall, M. Parker, H.K. Rankin, S.W. Rogers.

To WO(WEM)(O) - J. Mains, A.J. Woodward.

To WO(WEM)(R) - J.A. Porter.

To WO(WEA)(ADC)(SM) - D.J. Goodall.

### MARINE ENGINEERING

To WO(MEA)(ML)(P)(H) - B.A. Bennett, P.M. Berrow, B.D. Buckland, J.A. Connelly, A.J. Coull, S. Eaglestone, J. Giles, S.A. Johnstone, J. Keenan, A.J. Marritt, I.D. Smith, I. Sutcliffe, P.H.N. Till.

To WO(WEA)(L)(EL) - P.W. Appleford, A.J. Sivertorne, P.A. Simpson, R.E. Thompson, N.G. Williams.

To WO(MEM)(M) - M.K. Flanagan, S. Hurst.

To WO(MEA)(ML)(M)(P)(SM) - T.S. Arnold.

To WOMEA(EL)(SM) - J.D. Brown.

FLEET AIR ARM, REGULATING AND PT

To WO(AEA) - S.M. Allen, R.D. Price, H.M. Read.

To WO(AEM) - R.T. Barnes, J. Campbell, P.B.J. Gregory, W.L. Ronayne, A.J. Scales, D. Wade.

OPERATIONS (SEAMAN)

To CPO(EW)(O) - M.D. Bell (Drake CBP CNH), W.T. Pitt (JMOTS N'wood), I.M. Nurdin (Dryad).

To CPO(M) - A.R. Brown (York), S.G. Lane (Ricochard).

To CPO(R) - G.S. Willis (Invincible), S.L. Coates (Illustrious), D.S. Kennedy (Dryad), CPO(SEA) A. Butterworth (Ocean).

To CPOWWA - A.G. Quickfall (MOD DGSS Portsmouth).

### OPERATIONS (COMMS)

To CPO(RS) - D.J. Thomas (SNONI).

To CPOCY - J.O. Petrie (DCSA Commcen FAS), A.G. Parkin (Collingwood).

### MARINE ENGINEERING

To CPO(ME)(L) - P.B. Dyson (neptune NT), A. Bayne (Grafton), R. Wilson (Invincible), M.P. Baldwin (Illustrious), C.A. Hannaford (Montrose), B.G. Woodward (Sheffield).

To CPO(ME)(M) - C.J.E. Brunel (Raleigh), R.R. Nutt (Excellent), I.J. Bagwell (Penzance), T.W.H. Elias (ACDS OPS), J.C. Walker (Fearless), C.J. Harden (Excellent), R.N. Pearce (Invincible), B.E. Haywood (CFM P'mouth), M.D. Wenham (Invincible), R.C. Owen (Gloucester), I.E. Boyd (Ark Royal), P.D. McGarry (Excellent), A.R. Weston (Excellent), F.T. McCulloch (Fearless), I.H. White (Angeley).

### SUPPLY AND SECRETARIAT

To CPOCA - M.C. Bowyer (RH Haslar), R.

## Swop drafts

CH R. Allan, HMS Forest Moor ext 4227, drafted RNAS Culdrose, June 5. Will swop for any Devonport draft.

AB(R) K.A. Pownall (ADAWs), tel. 9387 53230, Nav's Yeo, HMS Bulldog - Plymouth based, not deploying until Jan. Must be Nav's Yeo. Will swop for any Portsmouth ship deploying or not.

OM(AW)1 Hill, HMS Anglessey, BFPO 207 (20mm trained), tel. 02392 584264. One-year draft. Will swop for any Plymouth shore establishment.

MEMI S. Pearson (Scale B), HMS Sultan, drafted HMS Kent, Sept. 25. Will swop for CVS.

LWEM(O) Barley, Joint Services EOD Ops Centre, Vauxhall Barracks, Didcot, Oxon., OX11 7ES (94234 3360), will consider swop to any other draft.

RATINGS seeking to swop drafts must meet the requirements of BR14, article 0506. In particular, should be on or due the same kind of service - sea or shore; have time to serve in their current draft; be the same rate; and be of similar experience.

All applications for swop drafts are to be made on Form C240 to NDD, Centurion Building.

CH D. Mclean, HMS Exeter, BFPO 278,

drafted RNAS Culdrose, June 5. Will swop for any Devonport draft.

AB(R) K.A. Pownall (ADAWs), tel. 9387 53230, Nav's Yeo, HMS Bulldog - Plymouth based, not deploying until Jan. Must be Nav's Yeo. Will swop for any Portsmouth ship deploying or not.

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All applications for swop drafts are to be made on Form C240 to NDD, Centurion Building.

Ships included HMS Eagle. Aged 66.

Pat Collins, member of Fleetwood branch of RN Patrol Service.

Brian Smyth ex-REM, member of HMS Comus Comrades - Korea veteran, Feb. 18.

John Benn, Ships: Comus (Korea), Duke of York, minesweepers. Member of HMS Comus Comrades and British Korean War Veterans Association. March 20, aged 68.

John Comer, ex-ME1, served 1958-69. Ships included Raleigh, Centaur, Orion, Caprice, Bellerophon, Devonshire, Decoy, Tyne, Feb. 18, aged 58.

George William Hopkinson, CPO (Stores), served 1941-68. Ships included Baldwin, Heather, Argonaut, Corunna, Centaur, Victorious, Nov. 24, aged 75.

Fred D. Carter (ex-electrician), served from 1938. Ships included Birmingham, London, Holder of Pacific and Burma Stars. Feb. 25.

William (Bill) Holden, ex-CPOGI, served 1945-70. Last ship HMS Scarborough, first Trainer, Portsmouth Field Gun Crew 1967.

Walter S. Sharpe, ex-LS, served 1940-45. Ships: Drake, Stanley, Heron, Duke of York, March 16, aged 88.

Ken Spray, ex-Sig, member of HMS Wizard and HMS Cadiz Joint Association (served in Wizard 1949-50), and of RNA. March 21.

Robert Lum, member of Algerines Association (Puncher), Feb. 8.

Derek E. Harland, member of Algerines Association (Persian), March 1.

Arthur H. Perry, member of Algerines Association (Spanker, Waterwitch), March 12.

Les Hunting, ex-Sto.1. Ships included Serene (1944-46) and Hardy. Member of HMS Serene Association. Jan. 15.

J. B. (Jim) Hiscock, ex-AB, served 1943-45. Member of HMS Vesper Association. March 26.

Harry Slater, ex-AB. Ships included HMS Mashona (Norway, Bismarck, Battle of Atlantic. Survivor of sinking, 1941). Member of Tribal Class Destroyer Association.

Fred Platt, ex-Asdic seaman. Ships included HMS Tartar (Mediterranean, Atlantic & Arctic convoys, D-Day, British Pacific Fleet). Member of Tribal Class Destroyer Association 1939-45 and 10th Destroyer Flotilla Association 1941-45.

William (Bill) Eldridge, ex-AB. Pre-WW2 on China Station. Survivor HMS Blanche (sunk 1939). March 28, aged 82.

Wilfred (Will) Harris, ex-Mech submariner. Boats included Dreadnought, Warspite, Aged 60.

David Mortimer, ex-MEM. Ships: Yeather, Golden Eagle, Ashanti. Member of Yeather. West Riding branch of Russian Convoys Club. March 25, aged 80.

Ken Robinson, member of RN DEMS Association (Southern). Ships: Glendower, Wellesley, March 19.

ASSOCIATION OF RN OFFICERS

Capt C. H. Campbell DSC and Bar. Served: Ambuscade, Wolsey, Ganges, Suffolk, Scarborough, Froisher, Fitzroy, Dinosaur, Triumph, St Vincent.

Lt J. W. N. Campbell. Served: Indomitable, Jamaica, Ark Royal.

Capt M. F. Carrington CBE, DSC. Served: Belfast, Ganges, Devonshire, Tintagel Castle, Temeraire.

Lt Cdr P. E. Corbin. Served: Theseus, Coquette, Harrier, Heron.

Cdr (S) L. W. B. Cotching. Served: Keppel, York, Cormorant, St Angelo, Anson, President, Swiftsure, Pembroke, Fulmar,

RNH Haslar.

Cdr (S) C. H. Cox MBE. Served: Curlew, St Angelo, Super, MBE, NATO.

Lt Cdr G. R. Coy DSC. Served: Hermes, Khedive, Vulture, Theseus, President, 814 NAS.

Lt I. N. Gibson RNVR. Served: Rajah, Dungeness.

Lt Cdr R. Jolly. Served: Furious, Victorious, Illustrious, Eagle, Daring.

Capt R. E. H. King RM. Served: Jamaica, Kenya, Terror, Royal Prince.

Capt (E) H. W. Lowman. Served: Duke of York, Ben Lomond, Hartland Point, Centaur, President, Victorious, Victory, Sultan.

Lt Cdr H. Phillips. Served: Peregrine, Siskin, Saker, President, 845 NAS.

Lt Cdr R. A. E. B. Sharp. Served: Windsor, Tyne, Milne, Sirius, Defiance, Hornet, Osprey.

Lt Cdr H. R. Simpson. Served: Furious, Ark Royal, Collingwood, and RNASs Arbroath, Ballyhalbert, Abbotsinch, Eglinton, Lee-on-Solent.

Lt F. P. Staddon. Served: Centaur, Kildarion, Puncheston, Londonderry, Hermes, Diamond.

Lt Cdr C. White RNR. Served: Canada, Wagtail.

ROYAL NAVAL ASSOCIATION

Les King, Bromsgrove. Ex-REM, survivor HMS Zulu (Tobruk raid), Jan., aged 79.

Harry Gillingham, ex-REM, served Solva & St Davids, ex-CPO(AE), served 1946-68. Ships included Ark Royal, Victorious, Bulwark, Terror, Vulture, Seahawk, Goldcrest, Nuthatch, Aged 72.





# The pride of Marlborough

PARADING outside Middlesbrough Civic Centre, the ship's company of HMS Marlborough were granted the Freedom of her affiliated town.

After the reading of the resolution in the Mayoral Chambers, they marched through Middlesbrough with "colours flying, bayonets fixed, drums beating and bands playing".

Commanding officer of the Type 23 frigate Capt Tony Rix told Navy News: "We always enjoy visiting the town and relish the opportunity to renew old acquaintances and foster many new friendships."

"The Freedom of Middlesbrough is an honour that has not often been bestowed and we accepted it with immense pride."

The day was shared with another Freedom awardee, Mrs Alma Collins, who was recognised for her work with children with special needs.

During her visit, HMS Marlborough took the opportunity to show children from local schools around the ship, played football against Middlesbrough Council and hockey against Acklam Ladies Hockey Team, held a careers forum and visited their affiliated Sea Cadet unit, TS Jupiter.

● Capt Tony Rix and the Mayor of Middlesbrough, Cllr Mike Carr, inspect the divisions during the Freedom parade.



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Recruits are normally British or Commonwealth subjects, aged between 16 and 40 years (45 for ex-RN), male or female and physically fit.

For further information, contact your nearest Reserve Training Centre or Armed Forces Careers Office.  
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# At Your Service

## Over to You

**HMS Antelope WWII:** Mark Spruce wants to find out about his father Tom Spruce, a Sparks in Antelope in the Med. Around 1944-45 he was sent to write a manual for a radio set, possibly at Collingwood. Contact Mark Spruce, 13, Pinfold Lane, Kinoult, Notts NG12 3EB, tel: 01949 811896.

**HMS North Star:** Peter Lee-Hale wants to borrow, for reproduction, a photo of this ship, launched in 1916, sunk at Zeebrugge in 1918. Contact Peter at 3, Castlefields, Calne, Wiltshire SN11 0EA, tel: 01249 811405.

**MY Atlantis/HMS Sargasso:** If anyone, especially crew members, has info on this vessel, based at Dover, or S. Jenner's father A.S. Jenner, who was a member of the crew, please contact S. Jenner at 36, Henniker Rd, Stratford, London E15 1JZ.

**HMS Cleopatra:** F.E. Daniel seeks Terence James Smith and Jacqueline Yvonne Sinclair, christened in 1952 in the 1941 Cleopatra's ships bell. Contact F.E. Daniel at 45, Glebe Rise, Kings Sutton, Banbury OX17 3PH, tel: 01295 810024, or D Croft, Springfield Mews, Harrogate HG1 2HP, tel: 01423 566325.

**CPO(Stoker) Reginald Morley Bray** served 1926-58 - does anyone recall him? Terry Gosling needs info about and what ships he served in and any anecdotes. Call or fax Terry on 01975 563677, e-mail: [terrygosling@care4free.net](mailto:terrygosling@care4free.net)

**LStoker James Mackay:** Killed in action in HMS Scout in the Far East in 1941. What were the circumstances of his death, and did the ship survive? Contact his brother, Bill Mackay, on 01920 463409.

**Naval Ratings Handbook:** BR 1938-1951: E. Whitman bought this book, inside is the name P. Bracken C/M 986004 Rating - EA. Re-issued Naval Store Office RNB Portsmouth Sept 14, 1955. Would he or a relation like to have the book? Contact E. Whitman, 134, Park Ave, Bushey, Watford WD2 2BB, tel: 01923 241104.

**FAA, HMS Gosling, 1942:** Anyone from class 21, please contact Ken Rogers, PO Box 15, Federal, NSW, 2480, Australia, tel: 00 61 (0)2 66 884446. All expenses repaid.

**Badges:** Charles Floukes writes in his autobiography *Arms and the Tower*: "so that the committee could decide on the badge designs they would be hung from the bow of a police launch and ply between Westminster and Lambeth Bridges." Were any photos taken, and can S. Mills obtain copies? Contact, S. Mills, 82, Treloweth Way, Pool, Redruth TR15 3TS.

**African Coastal Flotilla, 1942-3:** Was this connected to commando-style forays into the interior by comms ratings, using wireless trucks? L/Tel Don Sabin, ex HMS Eagle, later HMS Vetch, was involved. His daughter wishes to fill gaps in his service record. Write

to Dianna Leadbeater, 'Four Chimneys', 48, Grange Rd, Netley Abbey, Southampton SO31 5FE.

**HM ships Grasshopper and Stronghold:** Paul Riches wants to contact former members of these crews and anyone who recalls Lt J. Hofmann, killed in Stronghold. Contact Paul at Rudloe House, Leafy Lane, Corsham, Wilts SN13 0JY, tel: 01225 812070, e-mail: [richespa@cs.com](mailto:richespa@cs.com)

**HMS Charybdis:** B. Woods photographed the gravestone of J. Walker, Wireman RN D/MN 65737, HMS Charybdis October 23, 1943 at the Bayeux War Graves. Anyone wishing a copy should contact B. Woods at Flat 9, Springfield House, Wetlands Lane, Porthead BS20 6RJ, tel: 01275 849039.

**Naval Enthusiast** who collects RN leaflets, commission books etc, would like to hear from like-minded persons, for swaps etc. Contact Derek Fox, 86, St Augustine Rd, Southsea PO4 9AD.

**HMS Whelp:** D. Rayne's uncle, Reg Ayers, served 1941-45 and was present at surrender ceremony in Tokyo Bay. Whelp covered attacks on Palembang and Sumatra in 1945, towed damaged Shakespear to Trincomalee. Anyone who served with Reg, and has info about him, HMS Whelp or HMS Shakespear contact D. Rayne, Bedwas, Church St, Caio, Llanwrda SA19 8RD.

**HMS Indefatigable 1952-53:** Seeking news on Ken Hyde, Officers Cook (Wardroom). In 1953 he transferred to the RNZN, and served in RNZS Bellora. Contact George Murray, 84, Green Rd, Stubbington, Fareham PO14 2HB, tel: 01329 663632.

**HMS Khartoum:** As a tanker engineer in the 40s and 50s, passing Perim Island K. Trathen used to see the wreck of the Khartoum, lost after a torpedo air vessel explosion on June 23, 1940. Can anyone provide details on her demise? Contact K. Trathen, 4, Raleigh Close, Marske by Sea, Redcar TS11 7EB, tel: 01642 490831.

**HMS Faulknor:** Alan Nash and his sisters have found their father Ernest Nash's diary of his Navy service. They wish to contact anyone who served with him in Faulknor and HMS Tyne. Contact Alan Nash, 284, Hednesford Rd, Norton Canes, Cannock WS11 3SA, tel: 01543 279731.

**Steam Picket Boats:** C. Scrivener seeks a copy of this book by Lt Cdr Stapleton, as he is trying to build a 50" model of one of these craft with steam power. Contact C. Scrivener, 48 Upper Grange Crescent, Caister on Sea, Norfolk NR30 5AU.

**Harold James Nicholls, CPO:** Devonport depot. 36 years in the Navy. Served HM ships Albatross, Comet, Apollo. 80 years old in May. His son J. Ashforth seeks anyone with memories of his father. Contact him at 233, Chester Rd, Whitby, Ellesmere Port CH66 2LJ.

**Seaman's Manual:** Mrs C. Player's husband

Reunion of Serving and Former Communications Fleet Chiefs and Warrant Officers will be held in the Warrant Officers and Senior Ranks Mess, HMS Collingwood 23 Jun 00 at 2000. If you are or were a G.T.W.S or a CT who joined the Service as a Communicator, then please get in touch for details. Ian Stirton Smith 01225 818019 e-mail: [sparker.i@btinternet.com](mailto:sparker.i@btinternet.com), Dick Cooksley 01329 332644, or George Foster 01730 824299, Fax 01730 84202, e-mail: [the.bunting@cwcom.co.net](mailto:the.bunting@cwcom.co.net)

band, an ex-Navy man, seeks a copy of this book. Contact Mrs Player at 24, Whitehalls Close, Hoddeston, Herts EN11 8BV.

An ancestor of Martin Johnson, **Jack Johnson**, thought to be a RN heavyweight boxing champ, once took on the US Pacific Fleet champion in Honolulu, Jack Sharkey. If anyone knows about this, could they contact Martin at Elmcoke, Kings Ave, Ilkley LS29 9AP, tel: 01943 607025.

**Signalman 'Barney' Tummon** served in LST 413 in 1943 and later in LST 404, of which David Nicholls has photos, taken after it was attacked at the Allied landings. If anyone has further info on this craft, to help his grand-daughter with a school project, contact David at 9, St Albans Close, Woodstreet Village, Guildford GU3 3DQ.

**RN Patrol Service:** If anyone is interested in the history of the RNPS, or veterans wish to find a shipmate, try the Harry Tate's Navy site (<http://www.harry-tates.org.uk>) or e-mail Nick Clark, ([nick@harry-tates.org.uk](mailto:nick@harry-tates.org.uk)), Flat 2, 5 Wordsworth Rd, West Bridgford, Nottingham NG2 7AN.

**Life on HM Destroyers:** Tony Baker's grandfather served on Velox, Badger, Hardy and Ophelia between 1908 and 1919. Tony would like information about the ships during this period. Contact him at 69, Newlands Rd, High West Jesmond, Newcastle NE2 3NT.

**HMZ Zareph:** Info about her or CPO H. Birch, who served in her 1914-15, is sought by Mrs E. Harris, 41 York Rd, Torpoint, Cornwall.

Tony Rees's father, **Capt Peter M Rees RAN**, served in many RN establishments. In writing a history of his career, I need to contact anyone who knew him who can provide stories and photos: Nov 45-Oct 46 Newfoundland; to Nov 46 Glory; to Jan 47 Finnisterre; 53-54 Mercury; 54-55 Vanguard/Tyne (Lt); 60-62 Australia House (Lt Cdr); 64-66 Maintenance Commander Staff, Chatham. Contact Tony at Box 358, Carina, Brisbane, 4152, Australia, or e-mail: [coralsea@csi.com](mailto:coralsea@csi.com)

**HMS Blake:** C. Baldwin seeks a copy of the blue book produced for HMS Blake's 1969-70 Commission, his having been stolen. Contact him at 253, Battle Rd, Hollington, St Leonards-on-Sea TN37 7AN, tel: 01424 851875.

## Reunions

**Ex S52 Greenie Tiffs:** All interested in attending a reunion later this year contact Steve Guillouye on 01594 836071, e-mail: [steve.guillouye@aol.com](mailto:steve.guillouye@aol.com) or John Woolley on 01491 681571, e-mail: [wooleyjkr@aol.com](mailto:wooleyjkr@aol.com)

### April

**HMS Wren, Atlantic, Russian Convoys, D-Day Operations, Persian Gulf:** Reunion in the Royal George, Knutsford, April 29-30. All who served in her 1942-1956, contact Ron Young on 01707 265553. Ship's company for destroyer 1919-1940 also welcome.

### May

**HMS Saintes Association** reunion, Home Club, Portsmouth, May 13. Details from Derek Blount, 20, Heigham Close, Shelton Lock, Derby DE24 9QF, tel: 01332 730768.

**HMS Nelson Battleship** reunion May 20 at Portsmouth. Details from Gordon Boniface on 01444 482002.

**RNH Stonehouse, Plymouth:** Linda Adams (nee Patt) seeks the following (maiden names): Linda Parsons, Marilyn Abele, Kate Hotoke, Val Saunders, Evelyn Wright, Noreen Williams, Violet Kells, April Reynolds and Janet Walsh, who trained together in the 70s. Reunion at the Royal Fleet Club on May 27. Contact Linda on 01924 898762.

**HMS Antelope Association** reunion at Hereford, May 27. Details from Bob Hutton, 3 Agars Plough, Eton, Windsor SL4 6HR.

**The Hong Kong Flotilla** reunion on May 27 at the China Fleet Club, Saltash, Plymouth. Contact John Metherell, 59, Hill Park Rd, Gosport PO12 3EB, tel: 023 9258 7732, e-mail: [johnmetherell@netscapeonline.co.uk](mailto:johnmetherell@netscapeonline.co.uk)

### June

**HMS Veralum** reunion in June at the Home Club, Portsmouth, for all ship's companies of R28 and F29. For details ring Chris Williams on 01621 816207 after 6pm.

**Submarine Coxswains Association** reunion at HMS Neptune, Faslane, from June 2-4. Contact Sterling Hayden on 01329 315913 for details.

**HMS Bicester L34 1942-56 or M36:** All commissions invited to the reunion at Littlebury Hotel, Church End, Bicester, Oxon,

**HMS Palomares:** Ian Jukes's great-uncle served in this ship in WWII. He would be grateful if any crew member could provide info about the ship and her history. Contact Ian Jukes, 118, Coalway Rd, Penn, Wolverhampton WV3 7NB, tel: 01902 337491, e-mail: [cs1867@wlv.ac.uk](mailto:cs1867@wlv.ac.uk)

**HM Submarine Halcyon 1915:** Freda Woodall's late uncle, Herbert Webster, was a member of the ship's company during WWI, and he told of being icy in the Baltic, and when she surfaced, having been given up for lost, he had a beard to his waist. Was he swinging the lamp? Contact Freda at 10, Trafalgar Rd, Milford Haven SA73 2AS.

**HMS Glamorgan:** If anyone who served in her would like an unused blazer badge of the ship's crest, passed on by the wife of the late Lou Tophill (ex Chief Engine Room Artificer), phone Brian Hale on 023 9225 2065. A small donation to the HMS Fiscard or HMS Caledonia Associations will secure.

Janet Capon-Brown's late father, **LS Herbert Capon**, served with the DMWD at HMS Birnbeck, Weston-super-Mare. She has a photo of her father and AB John Johnson demonstrating a Parachute and Cable (PAC), and would like to contact Johnno and anyone else involved with DMWD in WWII. Contact Janet at 52, Weardale Ave, Dartford, DA2 6LE, tel: 01322 2242621, e-mail: [jresearch@blue-waters.freemove.co.uk](mailto:jresearch@blue-waters.freemove.co.uk)

**HM ships Raleigh, Glendower, Ganges:** Lily Mason has a quantity of coloured souvenirs of handbooks issued to new entries on joining these establishments at the beginning of WWII. They cost £1 per copy, post free, with proceeds going to the Royal Star and Garter home. Contact Lily at 45, Kingsley Rd, Garden City, Deeside, Flintshire CH5 2HZ.

**Empire Forth:** Did you serve in this ship, previously the German ship Mars, which took refugees from Konigsberg to Denmark where it was seized at the end of the war? The ship is a museum in Kaliningrad and the authorities want to know her British history. Contact Neil Taylor, 9 Steephelm, 17, Randall Rd, Bristol BS8 4TP, tel: 0117 927 2120.

**Bob Westwood:** Anyone who knew Bob (HMS Exeter 1937-42, PoW on Makassar until 1945) is asked to contact his grand-daughter Penny Joseph (01603 260303) regards a surprise 80th birthday party in May.

on June 3. Contact Dave Braybrook, 30, Trinity Grove, Bengoe, Herts SG14 3HB, tel: 01992 583272. Other Hunt-class contacts welcome.

**HMS Hunter/807 Squadron FAA** reunion takes place June 7 at the Home Club, Portsmouth. Wives, family, friends welcome. Details from Jack Preece, tel: 01543 422759, e-mail: [jack@preece20.fsnet.co.uk](mailto:jack@preece20.fsnet.co.uk)

**HMS Mauritius** reunion on June 9-10 at Gateway Hotel, Nuthall Road, Nottingham, NG8 6AZ, tel: 0115 9794 949 - contact hotel for details, or John Hunter on 0171 790 9158.

**Glorious, Ardent and Acasta** memorial service on June 10 at St Nicholas Church, HMS Drake, Devonport. Details from David Woodcock, 15, Green Lane, Dalton-in-Furness, Cumbria LA15 8LZ, tel: 01229 462414 (home) or 01229 875452 (work).

**Drum Head Service** and parade of Colours on June 11 at 3pm, St Peter's Church, Leighton-Cum-Minshall-Vernon, nr Crewe. Details: J. Davies on 01270 257092.

**The Pembroke '84 Club** Warrant Officer and Senior Rate Stewards reunion (serving and ex-serving) in the WOs, SRs and SNCOs Mess, HMS Nelson, June 16. Details from WOSTD A. T. Brown, Wardroom House Manager, HMS Nelson, tel: 023 9272 4261.

**HMS Slinger 1943-46** reunion at the Stafford Hotel, City Road, Chester, on June 20. Details from Allan Kellelt, 31, Manscombe Rd, Allerton, Bradford BD15 7AQ, tel: 01274 487495.

**HMS Sheba - Aden, Associated Ships and Escort Vessels WW2:** reunion at Union Jack Club, London, on June 20-22. Contact Gordon Pinfield, 7, Fairways, Consett DH8 5JT, or tel: 01207 503617.

**RN Cookery School Instructors** reunion at the WO & SR's Mess, HMS Raleigh, for serving and retired ex-RN & RM Cookery School Instructors on June 23. Contact CPOCA Dave Galpin on 01752 811686 or CPOCA Tony Hancock on 01752 811586.

**HMS Impregnable Association** reunion in Portsmouth from June 23-25. Contact Mary or Fred Haycock on 0121 532 6141, or e-mail: [bred66@diastart.net](mailto:bred66@diastart.net) for details.

**HMS Auckland (Tobruk 1941):** Service of Remembrance at the Naval War Memorial, Southsea, on June 24. Relatives and friends contact Jim on 023 9237 9730.

### July

**HMS Wensleydale 1942-45 Association** reunion and commemorative service followed by buffet, at St Margaret's Church, Hawes, Wensleydale, N. Yorks, on July 9. Muster at church by 1015. Details from Henry Lehmann, 13, Park Rd, Denmead, Waterlooville PO7 6NE, tel: 023 9225 5495.

**Northern Navy reunion and Navy Day** at the Yorkshire Air Museum, Elvington, York, July 23. Details and tickets from museum (01904 608719 or 608595) or from RNA NE area secretary Mike Cooper, 01274 632986.

### August

**At your Service entries** ■ Notices for this page should be brief, clearly written or typed and addressed to - The Editor, Navy News, HMS Nelson, Portsmouth. PO1 3HH or email: [edit@navynews.co.uk](mailto:edit@navynews.co.uk). If you are sending your notice in via email, please include your full address and telephone number.

■ Reunions appear in date order, and requests to place an entry in a particular edition cannot be guaranteed.

■ Please send in Reunions at least three months (preferably four) before the month of the event.

■ There may be a delay before items appear, due to the volume of requests.

■ Entries are free to non-commercial organisations.

■ Items pertaining to commercial work, books and publications for profit can only appear as paid for advertising.

■ The Editor reserves the right to edit or refuse publication of submitted notices.

## Calling Old Shipmates

**Paul Whitfield (Comms)** would welcome a chat with any ex-submariner/shipmates who served in 'Scotsman', Alcide, Alliance, Onslaught, Defiance 1958-72, and Seahawk, Intrepid, Fife, Excellent 1972-78, at the same time, and are now retired silver surfers. E-mail [paul.whitfield@btinternet.net](mailto:paul.whitfield@btinternet.net)

**HMS Southampton, sunk 1941:** Are there any survivors besides Geoff Wingrove? Contact Geoff at 301 Waverley, Victoria Embankment, Durban, 4001, South Africa.

**HMS Alert 1962 commission:** If you served aboard her between December 8-23, 1962, contact Geoff Drummond on 01202 482548 or Bob Howard on 023 9279 9141.

**Leonard Symmonds CPO:** Ganges, RNP(B) Excellent, Northney, Newhaven, Orcadia, Dolphin, Union Castle Lines. Call Audrey Brown (WRNS) on 01642 790332.

**Gordon Evans** seeks these members of Naval Cadet Corps, Chatham in the 30s: Tich Goodyear, Andrews, Dymott, and Martin, or anyone else who recalls him. Write to 20 Bondi Ave, Frankston, Victoria, 3199, Canada.

**Fast Minelayers Association:** Anyone who served in these ships are eligible to join: Abdiel, Latona, Apollo, Welshman, Ariadne and Manxman. Northern section meets first Tuesday of the month at the Railway Club, under Piccadilly station, Manchester. Further details from Jim Calcraft on 01274 589275.

**HMS Apollo 1944-VE Day:** Ex-Tel Stan Welch, now in New Zealand, wants to contact anyone who remembers him on the first commission of HMS Apollo. Stan lives at 43, Percival Road, Paraparaumu, NZ.

**HMS Protector:** If you served in this former netlayer 1936-68, there is now an association. Contact Bill Bartlett, 01202 480767.

**4R2 Mess, HMS Ark Royal 1975:** Ex-LSTD Les Conway seeks anyone from the mess, especially Russ Lovelace, Tony Argent and Tony Phillips. Contact Les at 437, Margate Rd, Ramsgate CT12 6SN, tel: 01843 588113.

**HMS Newcastle 54-55:** Seeking David Goodyear, EMI. Any information to Pete Shepherd, 23, Spindle Rd, Malvern WR14 2WB, tel: 01684 567719.

**Class NE92, HMS Ceres 1951-52:** Seeking Ron Thew, Jinner Waites, RNJ Glenn plus others training at the time. Proposed reunion at Wetherby for 50th Anniversary. Found Peter (Chalky) Shaw,

Bob (Geirdie) Parkinson and Dai Rees. Contact Clairie Gibson, 18 Fish Dam Lane, Monk Bretton, Barnsley S71 2PX, tel/fax: 01226 234485.

**HMS Conqueror:** Phil From would like to contact the crew who served during the South Atlantic campaign. Write to Phil at 66, Lupin Ride, Crowthorne, Berks RG45 6UR, e-mail: [114777.12@compuserve.com](mailto:114777.12@compuserve.com)

**HMS Hecate, Arrow, Active 84-90:** Anyone knowing Harry the Dog Stegless, especially Dave Simmo Simpson, Bomber Mills, Ian Bobby Ball and Lt Geraint Williams, ring 01827 55555, e-mail: [simon@1ct.com](mailto:simon@1ct.com)

**HMS Amethyst:** Any of the crew whilst ship was in refit in Auckland were billeted out. Some went to a farm run by Percy and Dolly Stockley. Dolly is 90 in Sept; if you stayed with her, she would love to hear from you. Details from Arthur Jones on 01234 888884, e-mail: [arthurjones@ukonline.co.uk](mailto:arthurjones@ukonline.co.uk)

**HMS Ariel, Worthing Down 1956:** HMS Ariel Association seeks George Jack Frost. Write to 21, St James Gardens, Westcliff-on-Sea, Essex SS0 0BU, tel: 01702 351856, e-mail: [don@kingston84.freemove.co.uk](mailto:don@kingston84.freemove.co.uk)

**Brian Hydsmith:** Ralph Lewis last served with Hyd in the 50s on LSTs, then transferred to Malaysian Navy. Ralph also seeks anyone who knew him 1946-69. Contact him at 4, Lazenby Ave, Fleetwood, Lancs FY7 8QH, e-mail: [ralphrose@beta-automotive.com](mailto:ralphrose@beta-automotive.com)

**Calling all old saints:** Join our association and get in touch with old shipmates. Contact John Harris/Hamozee, 10a Beeleigh Link, Chelmer Village, Chelmsford, CM2 6PH, tel: 01245 252569.

**Boom Defence Vessels HMS Baron Barcot, Moorsmen and HMS Rooke,** and Rosyth shore base. John O'Neill worked alongside the following and wants to get in touch: Les Berry, Wulfe Prescott, Joe Thomas, George Suggen, Jimmy Devin Malcolm and David MacDonald. Contact him at 29, Primary Park, Bangor, Co Down BT19 7JD.

**HMS Hermione:** Everard Mallinson seeks Ted Murray, Senior Engineer in HMS Hermione 1941-42, then HMS Queen Elizabeth to the USA. Contact Everard at 7, Langwith Ave, Collingham, Wetherby LS22 5DD, tel: 01937 571156.

**HMS Yarmouth 1960-62, 1st Commission, 6th F/S, Far East:** Dave Skinner (AB TAS) seeks shipmates for possible reunion. Contact 01752 691891.

**HMS Belton, 1st Commission, Chatham, Feb 28, 1958:** CO was Lt Cdr Nigel Humphrey-Baker. Ex AB Rab Elliot has a photo of crew on the fo'c'sle. Contact Rab at 53/4 Murraybank Park, Edinburgh EH14 2PN, tel: 0131 538 3490, for info or photo.

**HMS Boxer, 1986-94:** Anyone who served in Boxer and lives in Canada or USA, contact John Penny at [jpenny@home.com](mailto:jpenny@home.com)

**LC(L)378:** Yorkie Rymes seeks Jack Popham, Stan Horsburgh, Johnson, McCarthy, Jack Wright, Harry Lemon, Chamberlain, Lenny and others up to paying off in Belfast, about VJ day. Ring 01274 877246.

**Mark 'Stan' Laing,** was a Leading Seaman, living in Gosport, when Rick Northwood left the Navy three years ago. He was one of Rick's best mates, but they lost contact. Rick is at 39a, Davenport St, London NW1 6TD, e-mail: [RickNorthwood@cs.com](mailto:RickNorthwood@cs.com)

**Frank Higgins:** Derek McRiner seeks Frank, also on the first aircrewman course, June 1974, when it became a branch again. Derek served in HMS Galatea 1974-77 as a missile aimer. Contact Derek at Birch Cottage, Inverarnie, Inverness IV2 6XA, tel: 01808 521225, e-mail: [derek.mciner@inverness.invernessmedical.com](mailto:derek.mciner@inverness.invernessmedical.com)

**Jervis II Class, HMS Royal Arthur, Jan 7, 1947:** Shepherd, Westgate, Plant, Barfield, Prior, Sutton, Rose, Trenggong, Swindles, Edney, Barnes, Philpot, Royle, McPhail etc: call Graham Burns, 01252 614611, e-mail: [graham@knolroad.demon.co.uk](mailto:graham@knolroad.demon.co.uk)

**Normandy RN/RM Memorial** will be unveiled at Oustrerham by the Duke of Edinburgh on June 6. Chaplain of the Fleet will conduct a Service of Dedication. Details from Maurice Hillebrandt on 01395 442800.

**HMS Cambrian:** Seeking Rodney McNamara, HMS Cambrian 1963-64, who left in 1964 for submarines. Contact Colin Goddard, 7, Preston Lane, Allerton by Water, Castleford WF10 2HQ, tel: 0113 287 3404.

**HMS Concord:** Anyone who served in the ship 1947-58, contact Peter Lee-Hale, 3, Castlefields, Calne, Wilts SN11 0EA, tel: 01249 811405

**No. 3 Courier Flight, HMS Victorious 1983-4:** Lt John Berwick, Taff Vaughan, Ginge Worrall, Ted Sherrin and Jacko Jackson - contact the other member of the crew, Trevor McMillan, on 01232 652415.

**HM ships Beaufort and Lauderdale:** G. Woodman seeks anyone who remembers him, especially Stokers Hippey, Hopley, Heaps and Hind, and brothers Arnold and Leonard Gibson from Manchester. Write to 13, 10th Avenue, Mabelreign, Harare, Zimbabwe.

**Mike Robbins** joined up in Jan 78 in Cunningham class 03 with Donald MacLeod. Last known to be instructor in Supply School. Contact him on 01411 578 1651 or e-mail: [wheresyourtroos@netscapeonline.co.uk](mailto:wheresyourtroos@netscapeonline.co.uk)

**HMS St George:** Boy Telegraphist, Drake 205 Class, 1940-41. Bernard (BJ) Evans wants to hear from you. Write to 7, Aldinga Avenue, Stoke, Nelson, New Zealand.

**FSU (Rosyth 1984-86)** Karl Goodall and Peter Cheney wish to trace anyone who served with them, in particular Carl Donald Burton, on RO1 G at that time. Contact The Temp Agency, 12, Broughton Place, Edinburgh EH1 3RX, tel: 0131 478 5151.

**Cunningham 50, Dec 12, 1963:** The class was made up mainly of WEWs with a few Writers. Mark Jones wants to contact anyone in the class, which passed out at Raleigh in Feb 1984. Contact Mark on 0151 678 1996, e-mail: [ripper@leander.fsbnetwork.co.uk](mailto:ripper@leander.fsbnetwork.co.uk)

**HMS Arrow:** Gerry Price seeks anyone who served in the Arrow, before, during and after the Falklands. He was a POMEM, left the RN in 1986 and went to Florida. Contact him on





## Helping Hands



### Gulf windfall

HMS Exeter raised £4,000 for the Cot Death Society during her six-month Gulf deployment.

Events included an upper-deck half-marathon by POSTD Gordon Yule, which yielded £1,400, an auction of football memorabilia (£900), and Fletcher's Haute Cuisine restaurant nights, conceived by CPOCA Fletch Fletcher and POCA Polly Perkins.

### Bowling along

A THREE-DAY relay walk to Scarborough from Portsmouth by sailors from HMS Fearless has helped the Friars Inn Kids Club.

The walkers - LCH Kev Blackhall, CPOCA Banjo West and LCH Steve Foston - covered the 330 miles in two-hour relays.

Banjo then conducted a ten-pin bowling marathon, and the events raised a total of £1,000.

### Navy challenged

THE THREE Peaks Challenge appears to be too big a challenge for the Senior Service.

Organisers have had applications from Army and RAF walkers aiming to climb Snowdon, Scafell and Ben Nevis, but no RN personnel have registered for the event, in June, in aid of the Neurofibromatosis Association.

Anyone interested should call 01942 826256.

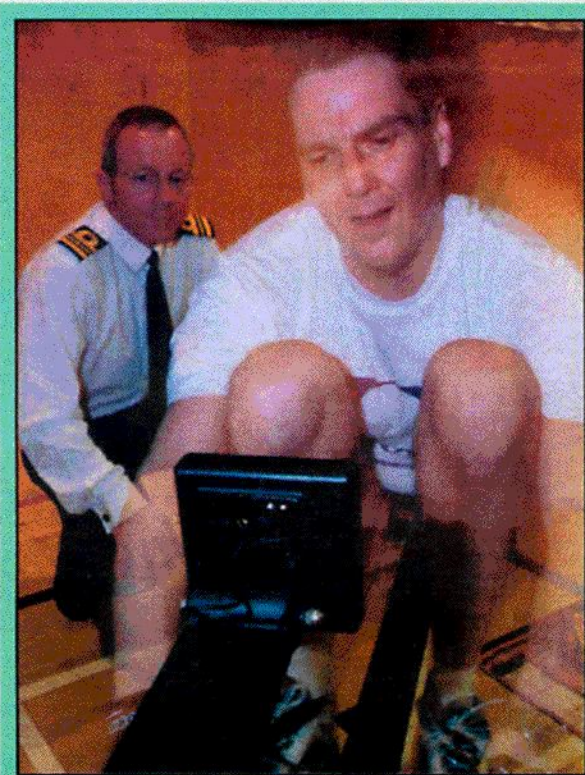
### T-shirts plea

A TEAM from SE Section, HMS Heron, is entering the Anthony Nolan Bone Marrow Trust charity bike ride in June - but needs sponsors and a donation of 12 T-shirts.

The team would like to ride in shirts with a nautical design, and could carry logos of sponsors.

Contact NA(SE) Jason Roffey on 01935 456216.

# RMs head for heights



CHARITY rower CPO Phil White has achieved his target of covering a million metres in 60 days, smashing the rowing machine record, losing weight and raising £350.

Phil averaged 90 minutes a day on the Concept 2 machine, and completed the last 20,000 metres in HMS Sultan's gym (above, watched by Lt Cdr Grahame Cook).

The money will go to Haslar Radio Station, but another benefit is the loss of 17kg (2.7 stone) - another target Phil set himself before flying out to Cape Town to meet his girlfriend Susan, who serves on board HMS Endurance.

Picture: LA(PHOT) Adrian Hughes (SFPU).

FORTY miles of running and around 26,000ft of climbing is the challenge faced by two teams of five from Stand Off Escort Troop RM in June.

Supported by an admin party of five, the teams will climb Ben Nevis, Scafell, the Yorkshire Three Peaks and then Snowdon in 48 hours.

Exercise Peak Performance is raising money for the Meningitis Trust, with the aim of buying a £30,000 machine to prevent the onset of meningococcal septicaemia, which results in the amputation of limbs.

The Royals' interest was sparked by Jay Taylor, the son of the girlfriend of an RAF corporal who works with the troop at RAF Wittering.

Nineteen-month-old Jay had all four limbs amputated as a result of meningitis.

Donations can be made to SOE Troop RM, NW Cvy Gp, RAF Wittering, Cambs PE8 6HB, or to the Meningitis Trust on 01453 768000.

## Trek into Ecuador

DENTAL cadet Claire Wade is planning a 14-day trek in South America at the end of June to support the Starlight Foundation, which grants wishes to terminally-ill children.

Sgn S/Lt Wade, a fifth-year dental student at Leeds University, joins Dartmouth in September.

The trek will take Claire to Ecuador, the highlight being a climb up Cotopaxi, the highest active volcano in the world.

She has covered the full cost of the expedition, and now seeks sponsors.

Claire is organising a number of musical evenings in Leeds as part of the fund-raising, including a jazz evening. For more details, contact Claire on 0113 2288448.

## Water course On the run

BROTHERS Matthew and Edward Drake are entering the annual 125-mile Devizes to Westminster canoe race to raise money for the Naval Scholarship Fund. Details from their father, Lt Cdr Ray Drake, on 01225 468146.

A TEAM of nine runners from Banfield Building, Devonport Naval Base, is running in the Plymouth Half Marathon on May 28 in aid of St Luke's Hospice. Sponsors should contact Marc Craig on 9375 65566.

Some items have been held until next month's Navy News because of pressure of space.

## In Brief

MEMBERS of the RN Provost HQ in Devonport have raised more than £500 for the Plymouth Women's Refuge at events including a sponsored walk on Dartmoor and car boot sales. The cash will help equip the children's play area. Staff also formed a Ground Force team to clear a garden for the children.

★ ★ ★

TRAINEES from HMS Collingwood helped build bridges with the local community - some by building a bridge.

OM (Communications) students spanned a small stream at Whitely Primary School accessing a new site, and others did DIY at a centre supporting people with mental health problems.

★ ★ ★

A COFFEE morning at the School of Maritime Operations, HMS Dryad, raised £385 for the National Meningitis Trust.

★ ★ ★

WARSHIP and RFA modellers are attending a charity show at Alford, Surrey, on June 3-4, and would welcome spectators.

The Warship Squadron also organises a trip to Dutch Navy Days - anyone interested should ring Alex Smith on 01273 387906 or Tony Ansell on 01202 892039.

★ ★ ★

SAILORS from HMS Sheffield took a free ride from the frigate's affiliated charity, the Sheffield Children's Hospital, to Devonport - and the eight pairs, who had to travel at no cost, raised over £2,000.

★ ★ ★

FITNESS freaks, including WOM Tracy Walker and WOM Ian Shephard, took part in an aerobics session in Portsmouth for the Starlight Foundation for sick children.

★ ★ ★

DEVONPORT Services raised £825 for paralysed rugby player Glyn Evans in a win over Plymouth Combination at the Rectory - the second charity match benefiting Glyn.



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## Sport

## Records tumble to Simon

NAVY weightlifter WO Simon Mansell is on the trophy trail again.

Simon lifted at the Scottish Masters championships at Easterhouse, Glasgow.

He had already qualified for the European Masters by winning the South West Championships in late November, but the Scottish event was the first of the new season.

Lifting in the 105+kg class, and now a Group 2 lifter (40-44 years), he snatched 85kg on his opening lift but failed to build on it.

In the jerk, he equalled his personal best at his second lift (115kg) but was failed by judges at 117.5kg.

The total easily gave him first place, and three British records – Simon now holds 31 weightlifting records, and some credit goes to Simon's coach, Jim Ferguson, "for being an effective bully."

Having qualified for the British and European championships, the Navy man has been forced to withdraw through work commitments, although he hopes to be picked for the Scottish Masters team which will be competing at international level in the summer.

Anyone interested in weightlifting should contact Simon on 93385 2517.

# Highball start fails to inspire RN team

## Tourists win cup in penalty shoot-out

THE NAVY football team put their inter-Service disappointment behind them with a convincing win against the Guernsey FA in the first match of the annual tour of the island, writes Dan Collacott.

RN manager CPOPT Neal Frame made four changes to the side that dipped out in the inter-Services, handing debuts to LT Jeff Bevan and LAEM Eddie Dunn.

The changes paid dividends as the Navy produced a much-improved attacking display.

CPO Bob Evans sent a glancing header on to the crossbar after 25 minutes, and the Dark Blues looked comfortable on the ball, maintaining the lion's share of possession.

Keeper NA Simon Winnan made several good saves to keep his side in the game, and with no goals during the 90 minutes the match moved on to penalties.

Both keepers blocked the first efforts, but Winnan went one better than his opposite number, and when Steve Losh drove home the fifth spot-kick the Navy had clinched the Commodore Ferries trophy for the first time in three attempts.

A second match – this time a friendly – between the sides also ended all square.

With six changes to the starting line-up, giving less-experienced players a chance, the Navy fell behind after a defensive blunder.

But POPT Steve Riley equalised with a powerful header, and his team were unlucky not to go on to win after exerting pressure on the island side.

Newcomer OM Kenny McCall showed some deft touches in a fine individual performance which could see him cement a place in next season's Navy squad.

## Air squad can fly to big match

THE FLEET Air Arm Officers Association is to sponsor the Naval Air football squad for their annual trip to Guernsey in October.

The £1,500 sponsorship will enable the squad to fly to the Channel Island last year the players and officials were stranded at Poole by bad weather and missed the Friday evening Charybdis dinner.

They eventually had to overnight at HMS Nelson then fly out on Saturday in order to fulfil the fixture against the Guernsey team, at considerable cost to themselves.

The cheque was presented to LT Cdr Bob Duke, the Naval Air secretary, by Capt Chris Tuffley, vice-chairman of the FFAOA.

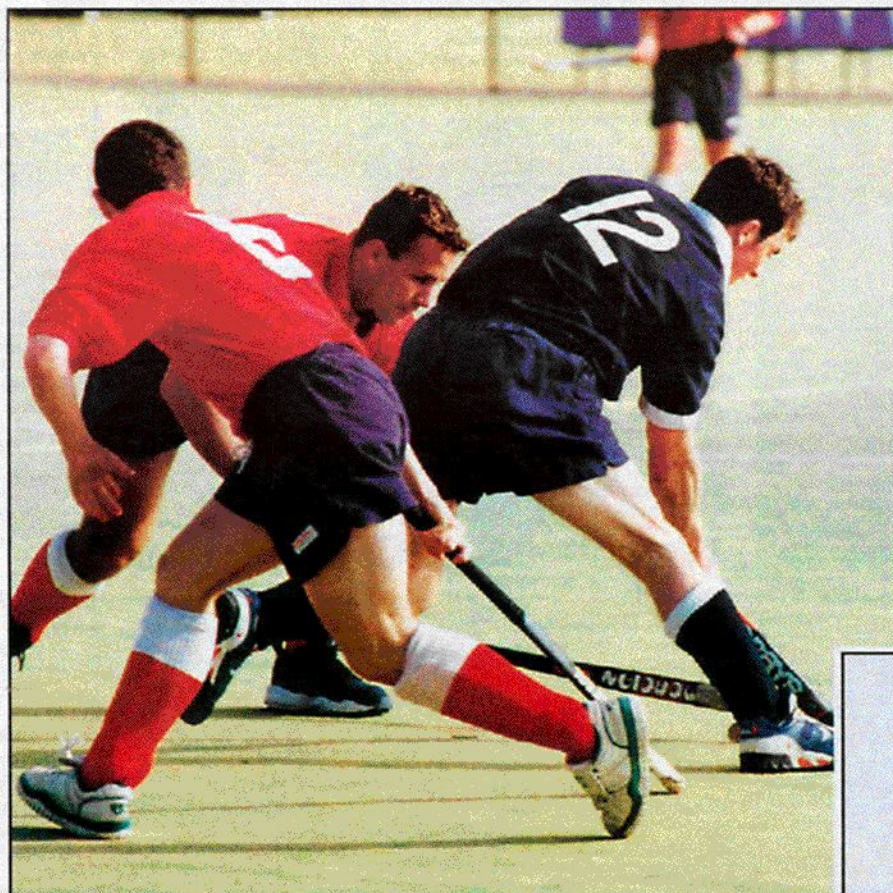
## Sixes success

HMS FEARLESS powered to success in the Navy six-a-side championships at HMS Temeraire.

The men of the assault ship had only lost one match this season, and breezed through the morning league phase with maximum points, conceding only one goal in the process.

Fearless beat HMS Caledonia 2-1 in the semi-finals, and faced another Scottish team, HMS Neptune, in the decider.

In a close match, team captain AB Jock Connell pulled the strings in midfield and produced the telling passes, allowing his side to take the trophy 3-1.



● Angle poise: Mne Matt Fox (dark blue) takes the ball away from two opponents in the Navy v Army Under 23s match.

Picture: LA(PHOT) Arty Shaw.

## Hockey results

Senior Men's winners: Army

Women winners: RAF

U23 Men winners: Army

Veterans winners: Army

NAAFI U23 Player of the Tournament:

2Lt James Munne-Young RA

NAAFI Veterans Player of the

Tournament: Brian Henry

NAAFI Women's Player of the

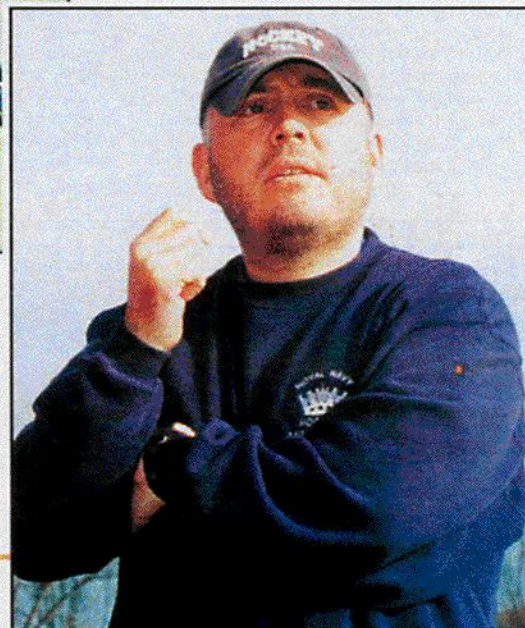
Tournament: FO Carol McCollough

RAF

NAAFI Senior Player of the

Tournament: Capt Ivan Steen RADC

● Nailbiting times: Under 23s coach BJ Petty has his nerves shredded for the last time by his team – the Leading Regulator, who has nurtured young Navy hockey talent for more than a decade, leaves the Senior Service next year.



# Navy hopes crushed

THE ROLLER-coaster ups and downs of the Blackdown course reflected the Royal Navy's fortunes in the Millennium inter-Service cross country championships, writes Lt Graeme Riley.

Following last year's high, the power of the Army team and the solid packing of the RAF brought the Navy team back down to earth and restored a more familiar look to the results sheet.

With hopes high, and despite

fielding a stronger team than last year's runners-up, the Dark Blues came away disappointed.

One of the highlights was Cpl Mark Croasdale's run for second place in the Senior Men's race.

Having beaten the Army's Cpl Shepherd the previous week when finishing a superb seventh in the English National, the RMB Chivenor athlete was disappointed to finish in second place, despite the fact the duel between them went on until the last few strides.

Lt Ginge Gough (HMS Temeraire) also ran a great race, repeating his victory in the Veterans division over the same course three years ago, and extending the Navy's grip on this title.

In the team event, with Croasdale in good form and Cpl Gary Gerrard (Gloucester Careers) and Musn Tim Watson (RM Band) running well, and the supporting team all confident of achieving the vital placings, all looked set for a great contest.

But the Army, on home turf, proved a class apart.

With Shepherd pipping Croasdale, and Musn Watson dropping out with stomach cramp, the Navy never looked like overhauling the Army, and the early end to the bandsman's race also effectively wrecked hopes of beating the RAF.

Gerrard finished in 11th place, with Maj John Rye (CTCRM) 15th, a stride ahead of Lt Cdr Dai Roberts (Netherlands exchange).

The Veterans team fared no better – Gough's win and WO Terry Pares' second looked good, but with Lt Graeme Riley (HMS Tireless) fading to 12th and CPOPT Gary Aldridge 14th, they were overhauled by their rivals.

The Army again dominated in the Women's race, and although the Navy runners packed well, sadly it was in 8th, 9th and 10th places (POWTR Vicky Norton, POWTR Lindsay Gannon and

LWPT Belinda Fear respectively), and again the RAF took second.

The Junior Men's team was handicapped by an injury to Navy champion RCT Mark Sibley (CTCRM) and the Service commitments of AEM Cosy Powell.

With WTR Mark Adams (Nelson Waterfront UPO) pacing his race admirably, he moved up through the field to finish sixth.

With CTCRM RCTs James Marshall and Gerald Roberts finishing 9th and 10th, the team at least prevented a total whitewash by lifting the Navy to second place.

## Cricketers take guard

FORTHCOMING Royal Navy cricket fixtures include:

RN representative matches:

Sunday May 14 v Free Foresters (Portsmouth)

Tuesday May 16 v Madras U19s (Portsmouth)

Wednesday May 24 v English Universities (Portsmouth)

Under 25s:

Sunday May 7 (Mount Wise, Plymouth)

Friday May 19 (Portsmouth)

If you wish to be considered for the Under 25s, contact Lt Cdr Guy Lewis on Portsmouth

Naval Base 25268 or 023 9238 6670 (home).

■ A women's indoor six-a-side competition is planned for Thursday May 25 at HMS Collingwood – further details from POWREN Louise Richardson on PNB 25767.

The RN women's cricket team have their second training session, followed by a match, on May 5-7 – anyone interested in joining the weekend should contact POPT Paul Nash on Portsmouth Naval Base 23974.

## URNU team is on target

SHARP-shooters from Cambridge University Royal Naval Unit won team and individual honours at an international competition in Bruges.

Midshipmen Matt Allinson, Ian Pearson and Sybil Stacpoole, together with unit Executive Officer Lt Cdr Rex Thornborough, competed against teams from Belgium, the Netherlands, France and Poland in the International Competition of the Royal Association of Reserve Officers of the Belgian Navy.

Using a variety of Belgian weapons – 7.62 rifle, 9mm pistol and UZI sub-machine gun – the East Anglians won the prize for top naval team, all weapons combined, and Lt Cdr Thornborough was top overseas competitor (all weapons), taking second in the rifle and second overall.

## Close squash

HMS NELSON and HMS Heron contested the final of the RN squash knock-out cup competition – and it was the local team which took the John Jacques Trophy.

With the score at 2-2, Steve Prior of Nelson overcame Ian Butler of Heron by three sets to one to edge his team to victory.







## RN on the slippery slope to success

THE RN tobogganing team has just wrapped up another outstanding season – and the signs are that their dominance could endure for many years, writes Lt Cdr Andrew Mills.

The season started early in January when the three novice riders, CPO Alfie Bass (HMS Cambridge), POWEA Pete Sellers (Devonport) and OM Darby Allen (HMS Norfolk) were given training and guidance by team captain Lt Jamie Summers (CTCRM).

The team was strengthened by the arrival of Lt Cdr Andy Mills (HMS Sovereign), Lt Cdr Paul Hart (exchange with Royal Brunei Navy), Lt Aaron Whild (SETT), Lt Dan Hooton (HONI), Lt Angus Essenhigh (HMS Mon-trose), Lt Dave Gillett (HMS Dul-verton), LS(D) Sid Lawrence (SDU) and Cpl Ian Breeze (RM Poole).

Sponsored by Brandt Computer Systems and MilTech Computers, the team undertook two weeks of intensive race preparation for the inter-Services Race Day.

The Navy scored a stunning success in the Prince Philip Team Trophy (as reported in last month's *Navy News*).

But in the individual series, an inspired run by the top RAF rider, who had nothing to lose, took him to the front, beating Andy Mills by 13/100s of a second.

Angus Essenhigh came third ahead of captain Jamie Summers.

The team is open to all serving members of the RN and RM.

Owing to an antiquated rule, women cannot ride the Cresta Run but may ride bob skeleton, an event with few female competitors.

To be a good rider, all one requires is the desire to ride a toboggan down an icy track for about 60 seconds at speeds of up to 80mph.

If you would like to be considered for selection to represent the RN team, contact Lt Jamie Summers at CTCRM Lympstone on 93785 4255.

## Riders getting up to speed

THE RN/RM Cycling Association road squad spring training camp in South Wales has given Senior Service riders a flying start for upcoming competitions.

Staying at the Navy's facility at Talybont-on-Usk, it was the first such training camp, but looks set to become a fixture.

Any cyclists interested in becoming involved with the association, especially for this year's inter-Services events, should contact CPO Graham Bush on 9380 22738.

## Sport



● Three on to one: Action from the Royal Marines Corps rugby league championships.

# Hard Corps rugby

A MIXTURE of coaching and competition over two days has given the sport of rugby league a big boost within the Royal Marines.

The Corps championships, which attracted 60 players from five units, started with a day of training and instruction in the northern code.

Connor Gisson, formerly of the London Broncos, Mick Cook, Chris Chapman and Graham Davies (from Leeds Rhinos) gave of their own time and travelled some distance to explain the intricacies of the league game, and their enthusiasm, knowledge and patience was well-received.

The players soon mastered the running into each other very fast and tackling hard element, but the scrummaging, tactical play, powers, roaches and face-offs required more thought.

The competition itself took the form of a league knock-out event, with games played ten

minutes each way.

All five teams faced each other, then the top two contested the final, with the third and fourth sides playing off as well.

The opening game between CTCRM and the Cdo Log Regt RM was a close, hard-fought affair, resulting in a 4-4 draw.

The fierce competitive spirit demonstrated by both teams set the standard for others to follow.

As a result of the league phase, the final was to be a repeat of the opening game, with 45 Cdo and 40 Cdo playing for third place.

The final turned out to be a more clear-cut affair than the opener, with a buoyant CTCRM playing constructive rugby interspersed with flashes of individual brilliance.

CTCRM ran out 20-5 winners, led superbly by Sgt Chris Richards, who was named play-

er of the tournament.

As the rugby union season draws to a close, the rugby league season is getting into its stride.

The Corps team has a number of fixtures up to September, including games against the Paras, the Metropolitan Police and Wigan St Pats.

There will also be curtain-raisers for the inter-Services games.

Anyone interested in playing should contact their UPTI.

## Host team prevails

WINTRY weather tested the mettle of players, officials and spectators at the Navy's annual rugby union 7s competition.

A total of 22 teams, representing ships, shore establishments and a ladies competition, contributed to a busy day.

The final was played in the worst conditions of the day, and saw hosts HMS Collingwood take on HMS Neptune.

The Scottish side got off to a flying start, racing to a 10-0 lead with two unconverted tries, but the home team also dotted the ball down twice – one converted – to put them-

selves firmly in the driving seat.

Collingwood then went on a points spree, and with Neptune failing to cross the line again finished the match 43-10 winners, with OM Sean Farrell receiving the Player of the Championship award.

The plate final was taken by HMS Dryad, who beat Thunderer Squadron (Southampton University), and the winning ladies team was Portsmouth Command.

Trophies were presented by Aled Morris, Chief Executive of sponsors Office Angels, accompanied by the Commodore HMS Collingwood, Commodore Peter Davies.



● Going nowhere: The ladies competition at the RN rugby union 7s.

Picture: Richard McMin

# County side proves too strong for Navy

A VERY strong Cornwall county golf team proved too hot to handle for the Navy in the first match of the new season, writes RGA Secretary Cdr Gary Skinns.

Bitterly cold but fine weather prevailed over the weekend, and Navy selectors were able to assess the form of four newcomers to the squad.

The Tehidy Park course was in fine shape, particularly considering it had been virtually unplayable only four days prior to the event.

The morning foursomes drew a blank on the scoresheet for the Navy team.

New team captain Lt Guy Morris (810 NAS) renewed his partnership with S/Lt Terry Taylor (RNAS Culdrose) and the pairing came closest to a pre-lunch

point by taking their match to the final green.

The afternoon singles fared slightly better, with Norris playing an exemplary captain's role in the top match.

Playing against one of the county's top players, Norris produced some scintillating golf and triumphed 3 and 2.

Of the newcomers, MEM Michael Settlefield (HMS Sultan) stands out as an exciting prospect for Navy golf.

Only 20 years old, and undergoing Part 3 training, he is an ex-Welsh boys champion, showing some of this form when gaining his first Navy point with a gritty win on the final green.

BC/Sgt Martin Sharp (RM School of Music) became the second of the three golfing brothers to gain full Navy honours.

He also showed some excellent form, particularly in his singles encounter with ex-Navy champion Ian Ashenden.

A close match all the way round finished all-square, a very creditable performance from Sharp.

Other players making their debuts were CRS Alan Yuill (HMS York) and OM2 Paul Lambert (HMS Raleigh).

Yuill found the step up to this level difficult, but shows promise.

Lambert is an 18-year-old still in initial training but shows great potential.

He too found this level a little awe-inspiring at his first attempt, but again will benefit from more experience.

The match was somewhat marred by one of the players being involved in a car accident the evening before.

Although no one was injured, the

vehicle was seriously damaged, and the team ended up one short.

A hurried phone-call was made, and the County Golf Union kindly called one of their reserves into the fray.

Joining up with the veteran, Cdr Ian Yuill (DNPCP), he experienced a narrow loss in the morning foursomes, but managed a win against his own team in the singles encounter.

No one was disgraced and most performances were creditable, considering the RN players were up to five shots behind their opponents on handicap.

At the time of going to press, ten members of the RN team will be undergoing an overseas tour to the Jacksonville/Mayport area of Florida.

A full report will be published in *Navy News*.

## Comms date

THE INAUGURAL RN Communications Branch golf championships will take place at Southwick Park on July 11.

Full details of the competition, and entry forms, can be obtained from organiser WO Andy Bott, HMS Collingwood ext 2641 (01329 332641), e-mail qa4@bott99.freeserve.co.uk

## Aussies tour

AN AUSTRALIAN armed forces golf team is to tour the UK at the end of the summer.

The ADF Combined Services team will arrive on August 27, and play matches against the Navy, Army, RAF and UK Combined Services in a Ryder Cup format before they leave on September 12.



## Endurance at the Cape

**HMS ENDURANCE enters Cape Town for an official visit to South Africa. The Antarctic patrol ship spent ten days at the Cape on her way back from her annual polar deployment. She is due to arrive home at Portsmouth on May 2.** Picture: LA(PHOT) Chris Brick

# Three honoured over mission to Sierra Leone

THREE key people involved in the Royal Navy's difficult and hazardous operation in rebel-torn Sierra Leone have been named on an operational Honours List.

## A7 sub theft caution

FOR THE first time a successful prosecution has been brought against someone who has removed an item from a Royal Navy war grave.

Diver Roger Webber was charged with theft of a compass binnacle from the sunken submarine A7, but that case was dropped after Webber (53) agreed to accept a police caution for theft by finding.

The prosecution is seen as a warning to others that the MOD is prepared to take action against war grave plunderers.

Although the A7 foundered on exercise a few months before the outbreak of World War I, it is listed as an official war grave under the Protection of Military Remains Act 1986. The boat's 11-man crew died in the accident.

The binnacle will be presented to the RN Submarine Museum.

They were the Commanding Officer of HMS Norfolk, Cdr Bruce Williams, the ship's flight commander and pilot, Lt Nick Bance, and the officer in charge of the Fleet Standby Rifle Team embarked in the frigate, Major Rory Copinger-Symes RM of 45 Cdo.

All have received the Queen's Commendation for Valuable Service as a result of Norfolk's aid to Sierra Leone early last year.

Berthed at Freetown, the ship delivered over three tons of medical aid via her Lynx helicopter.

The aircraft also conducted reconnaissance missions and provided transport for the British ambassador. During the height of the rebel incursions he was accommodated in HMS Norfolk, which

effectively became a temporary embassy.

The Honours List also named CPO(D) Mark Holroyd who has been awarded the Queen's Commendation for Bravery for leading an operation to defuse a World War II bomb in the Plymouth area.

Three other members of the team from Southern Diving Unit 1 received C-in-C Fleet commendations (see report in page 2).

Two RN officers have been made MBEs - Lt Cdr Damon Knight, Executive Officer in HMS Sheffield during the Hurricane Mitch relief operations in 1998, and Lt Cdr Adrian Aplin, Supply Officer in HMS Cumberland during Operation Bolton in the Gulf earlier that year.

Lt Cdr Knight is cited as having

## Kosovo medal gets go-ahead

NATO's campaign medal for Kosovo has been approved by the Queen for wearing by British personnel.

To be eligible, personnel must have completed 30 days continuous or accumulated service on land, sea or in the air space of Kosovo and other Yugoslav territory,

Albania, Macedonia or the Ionian Seas.

Those who spent 90 days service in direct support of NATO operations in Italy, Greece and Hungary are also eligible.

More details are published in Royal Navy Defence Council Instruction 32/00.



## Flier in Spitfire crash was ex-rescue pilot

THE FORMER Navy flier who died when a veteran Spitfire aircraft crashed at Goodwood Airfield at one time flew RN rescue helicopters and was regarded as a very capable pilot by the Service.

Norman Lees (49) was killed when a two-seat version of the Spitfire ploughed into the ground while he was instructing the owner of the aircraft, Greg McCurragh. Mr McCurragh also died in the crash on April 8. The cause is being investigated.

Norman Lees served in the RN as a helicopter pilot from 1976-88. He continued his service in the RNR until 1998, finally retiring as a lieutenant commander.

During his RN career he served as a search and rescue pilot with 772 Naval Air Squadron, flew Wessex troop-carrying helicopters with 845 NAS, and finally served as an instructor with 707 NAS. He also piloted a World War II Fairey Firefly fighter for the Navy's Historic Flight.

At the time of his death he was an airline training captain for Virgin Atlantic.

## Two die in ship search mishap

TWO Army search specialists in the Northern Ireland patrol vessel HMS Cottesmore died after boarding a commercial ship in Lough Foyle, Londonderry.

They were Royal Engineers Cpl Jeremy Goulder (31) and Sapper Joell Nai Valurua (23) who were working with Royal Navy sailors and Royal Marines in a routine search of the ship, a foreign vessel. They were found in a hold.

A third Royal Engineer was injured, but not seriously.

An Army spokesman in Northern Ireland said an inquiry was being held. One theory is that the men may have been overcome by fumes.

## Warships mark Atlantic battle

MINEHUNTER HMS Cottesmore and two other NATO warships will be in Londonderry on May 5-7 for a Battle of the Atlantic commemoration arranged by the local branch of the Royal Naval Association.

The Dutch frigate HMNLs Pieter Florisz and the largest warship in the Polish Navy, the Kashin-class destroyer Warszawa, are expected on May 5, with Cottesmore berthing the next day.

The steamer Balmoral is also expected, and the organisers are hoping that the Irish Navy will send a vessel. Ships will be open to visitors on the Saturday. There will also be shoredside entertainment and, on the Sunday, a service of remembrance.

## Fourth man on Marine charge

A FOURTH man has been charged with violent disorder in connection with the death of Royal Marines Cpl Kevin Weaver.

Cpl Weaver (36) died in hospital on March 9, a week after an alleged assault in Royal Parade, Plymouth.

Soon after, one man was charged with murder, wounding with intent and violent disorder, and initially two others were charged with violent disorder.

At Cpl Weaver's funeral his coffin was borne by his comrades from 42 Commando, and a salute was fired over his grave.

Members of the unit are among Service and civilian people who have contributed to a trust fund for Cpl Weaver's baby daughter, Olivia. Donations are being sent to Barclays Junior Plus account no. 50055964, sort code 20-68-10.

## Commando (17) shot in training

A TEENAGE Marine died after he was accidentally shot while training.

Wayne Richards (17) was hit by a live round during a night-time exercise conducted near Exeter by the Commando Training Centre Lympstone on March 31. He died soon after.

Devon and Cornwall police, who are investigating, said it appeared the incident was a tragic accident.



## Oldest field gunner dies after 100th birthday

THE OLDEST surviving field gunner and a veteran of Jutland died just a few days after this picture was taken of him celebrating his 100th birthday.

Former Seaman Gunner John (Bill) Bedford, who joined the Navy in 1916 and was a member of Portsmouth Field Gun Crew in 1923, suffered a stroke at the family celebration of his birthday on March 25. He died six days later in hospital.

On March 23 Royal Navy representatives led by Lt Cdr Kevin Lambert - in the picture with LA(PHOT) Mark Histed - attended a celebration for the veteran laid on by the Westway Centre, a day care facility in London that Mr Bedford used

daily. At that event, Bill told Lt Cdr Lambert: "If I die in my sleep tonight, I shall have had the best day of my life."

Mr Bedford served in both World Wars and left the Navy in 1946. At Jutland he was a boy seaman in the armoured cruiser HMS Duke of Edinburgh. He also served in HM ships Powerful, Dido, Victorious, Queen Elizabeth, Revenge, Amazon and Penelope.

Mr Bedford, a widower with a son and grandchild, worked for the Metropolitan Water Board until he retired at the age of 72. He was very active until his collapse, and each day walked to the Westway Centre from his home.

Picture: PO(PHOT) Dave Coombes



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 **Navy News**

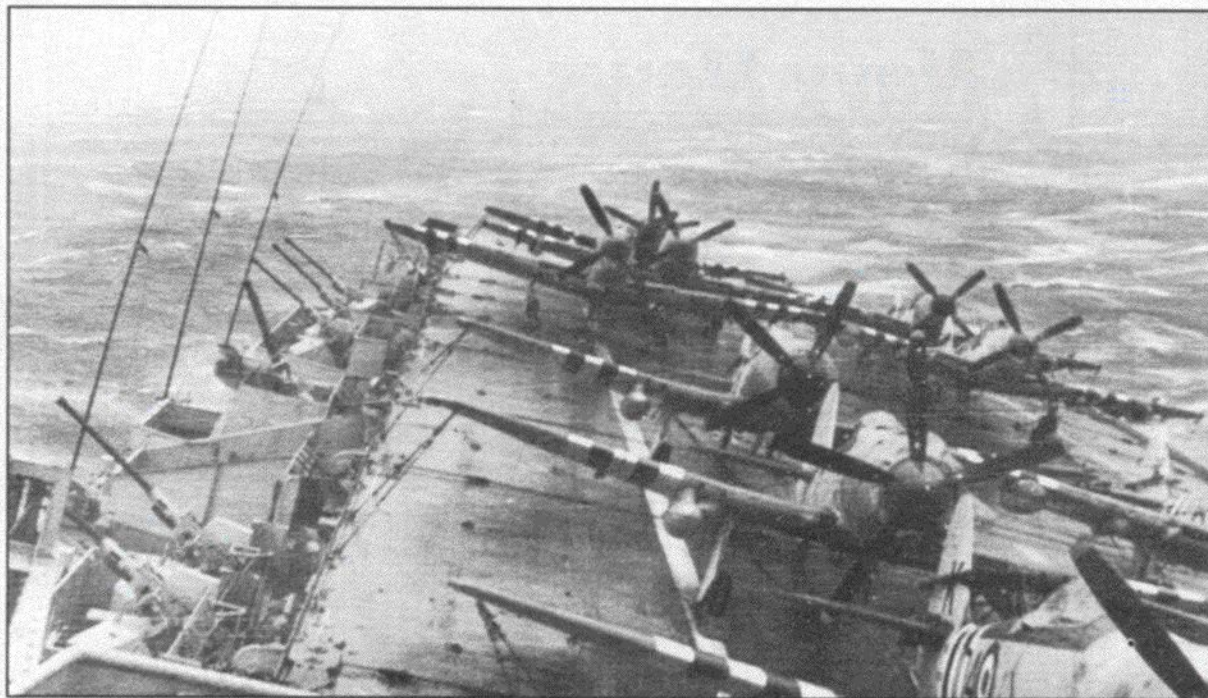
# KOREA

## **Where the Cold War turned hot**

by Anton Hanney



June 25, 1950 marked the start of an East-West slogging match destined

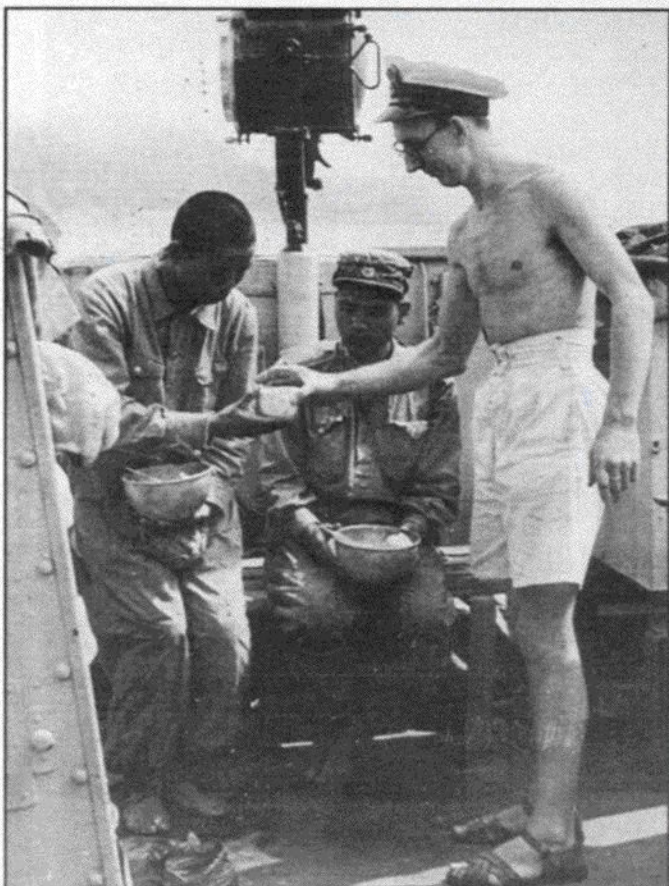


● ABOVE RIGHT: Members of a Royal Marines raiding party coolly prepare to blow up a railway line in North Korea after being landed by sea behind enemy lines. Picture: IWM

● ABOVE: Enemy action was not the only hazard – here HMAS Sydney rocks and rolls through a typhoon which was to damage several aircraft on deck. Picture supplied by D. Quartermaine



● Admiral William Andrewes discusses plans in the Operations Room of HMS Triumph. As luck would have it, he was commanding a task force on a goodwill deployment to the Far East when North Korea struck. Picture supplied by Edward Oates



● The face of the enemy – Two North Korean prisoners, captured in a raid ashore, are given food by a PO Cook on board the New Zealand Loch-class frigate HMNZS Rotoiti. Picture: IWM

# 'THE NASTIEST LITTLE WAR THIS CENTURY'

**W**AR IN KOREA burst upon the world suddenly, unexpectedly. That small, much-conquered country, which had up to 50 years ago spent centuries in a backwater of world affairs, became the one place on Earth where the Cold War turned hot. For three years, one month and two days, Korea – 'The Land of the Morning Calm' – became a bloody arena in which the Armed Forces of the West confronted the powers of Communism in what American historian S. L. A. Marshall has described as "the nastiest little war this century."

It brought East and West to the brink of World War III, and in itself claimed the lives of almost two million soldiers, sailors and airmen – almost a quarter of them fighting for the United Nations. The civilian casualties cannot be numbered with any accuracy, but it is thought that at least a million perished.

They died in a land that seemed to have been made difficult for warfare. Hilly, with few good roads, scored by winding rivers and poorly mapped, it baked in summer and froze hard in winter. But one of the most enduring memories of the place, brought back by those who served there, was its smell – the malodorous result of the Korean practice of fertilising the land with human excrement.

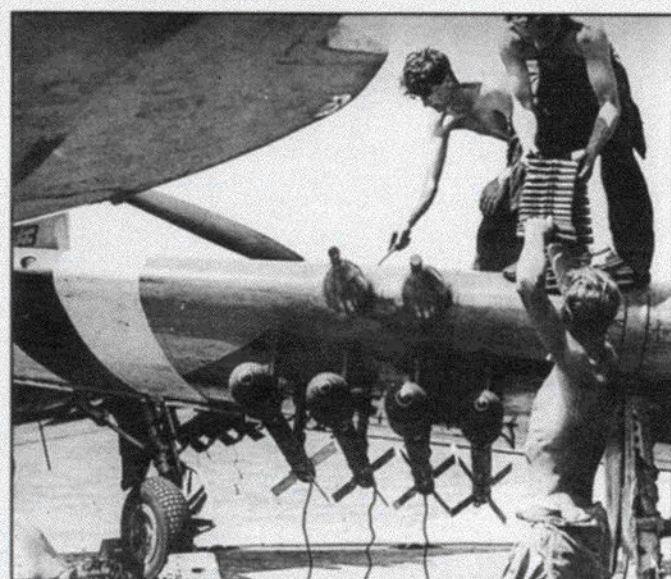
This was the unenviable country over which the United Nations fought its only protracted war in the name of freedom. In varying strengths, 15 nations fought for the UN against the forces of North Korea and China. But the United Nations' main agents were the USA who provided three Army Corps and one Marine Division and the bulk of the air and naval assets. Apart from the forces of South Korea, the contribution of Britain was the next highest with a total of two Army brigades and support units, 41 Independent

Commando RM, participation in a Commonwealth brigade and – at one time or another – five aircraft carriers, six cruisers, 21 destroyers and frigates, and 18 Royal Fleet Auxiliary vessels.

The West, in the throes of a stand-off with Stalin in Europe, was caught looking the other way when on Sunday, June 25, 1950 the 135,000-strong army of North Korea's communist regime – led by Kim Il Sung – crossed the 38th parallel which formed the border with US-supported South Korea ruled by the dictatorial but anti-communist Dr Syngman Rhee.

With a speed of movement reminiscent of a World War II blitzkrieg, the North Koreans – many of them battle-hardened by the Sino-Japanese war and bolstered by Russian-supplied T-34 tanks, artillery and 200 piston-engined combat aircraft – captured the South Korean capital of Seoul in three days. They swept aside Rhee's Republic of Korea (ROK) army which had no tanks, no anti-tank guns, no aircraft, no heavy artillery and which was at that time numerically inferior and under-trained with a third of its vehicles unserviceable.

● FRONT COVER: HMS Mounts Bay picks her way through the ice off the west coast of Korea. She and the cruiser HMS Belfast, with the destroyer HMS Cossack, had forced a passage through the frozen sea to bombard enemy gun batteries. Picture: IWM



● A Firefly is armed with rockets and cannon shells in HMS Triumph in preparation for a raid on advancing communist forces during the summer of 1950. Picture supplied by Alan Eyre

Korea had been divided during the last months of World War II, essentially to delineate the military zones of action of US Forces and those of Russia (which had entered the war against Japan shortly before Tokyo surrendered).

However, as the Cold War took a grip in the late 1940s, the dividing line at the 38th parallel acquired political significance, with the Soviet-sponsored regime in the north, and the US-backed government in the south polarising ideologically and irreconcilably. Yet, with explosive results, the rival systems were both still aiming for a

united Korea – each under their own terms.

Though minor border clashes had been taking place as the Forties drew to a close, American diplomacy and intelligence failed to pick up the signs that a full-scale invasion was imminent. As a result, the US were entirely unprepared for the onslaught. Today, a belief among historians is that Stalin, although sanctioning the attack, probably did not instigate it. But with East-West diplomacy at its lowest ebb, that was not America's perception at the time. In the States, Senator Joseph McCarthy's Red witch hunt was under way, and Kim Il Sung was seen as a cat's paw for Stalin and Mao Tse Tung in a wider plan to weaken the West by aggression – with Korea as the starting pistol.

The trigger was pulled at a time



to go on for three bloody years and claim the lives of three million people

# Trains and boats and planes



● **ABOVE:** The see-saw nature of the first 12 months of the war is shown by this map produced for Navy News by our graphics artist Andrew Brady.

● **LEFT:** The cruiser HMS Jamaica took part in the first naval action of the conflict.

when the US armed forces were at the lowest point of their post-war run-down, their numbers having been cut from 12 million to 1.6 million, and defence spending reduced from \$82 billion to \$13 billion. Nearly every army unit was under strength, under-trained and under-equipped.

The nearest US combat troops available for South Korea at the time formed the army of occupation in Japan, and they lacked 62 per cent of their infantry fire-power and 14 per cent of their tanks.

They were under the command of one of the USA's greatest soldier heroes of World War II, General Douglas MacArthur, 70 years old, charismatic, egocentric. As Supreme Commander for the Allied Powers in Japan, his HQ was in Tokyo where on June 29 he was

ordered by President Truman to use his forces to oppose the communist invasion.

In the meantime, on June 27, Truman had promised immediate US naval and air support for South Korea, and that night the United Nations passed a US-sponsored resolution calling on member nations to "render such assistance to the Republic of Korea as may be necessary to repel the armed attack and to restore international peace and security to the area."

The strength of America's riposte was a shock to China and the Soviet Union. The latter, a member of the UN Security Council, would have used its veto to block the resolution to send the United Nations to war over South Korea had it not been for the fact that it was boycotting the UN at the time – a mistake that it never repeated.

That day, too, America asked

and received the help of its closest ally, Britain, in the military task ahead.

The first and most immediate support the UK could give was through the Royal Navy. By chance an RN task force under the command of Rear Admiral William Andrewes was in Japanese waters on a cruise. His force included the aircraft carrier HMS Triumph, the cruisers Belfast and Jamaica, and five escort vessels, which were put at the disposal of the Commander US Naval Forces Far East.

In all, there were 22 British warships in Far Eastern waters, and by cutting other tasks to a minimum – they included the Malaya and Yangtze patrols and the defence of Hong Kong – more ships were made available to the UN.

On June 30, President Truman ordered the bombing of North Korea as well as a naval blockade which was to continue unbroken to the end of the war. Two days later, HMS Jamaica and the frigate HMS Black Swan were engaged in the first naval action of the conflict when they were attacked by six North Korean E-boats off the east coast. In the brief, decisive fight, all but one of the E-boats were sunk.

On the same day the Jamaica joined the first bombardment of the war, a joint US-UK operation to harass the enemy's left flank. Then six days later the British cruiser was hit by a shell from a shore battery, killing a sailor – and five soldiers from Hong Kong who had joined the ship for her summer cruise. They were the first British casualties of the war at sea.

Meanwhile on the other, western, side of the Korean peninsula, in the Yellow Sea, the frigate HMS Alacrity started the patrol which was to grow into the west-coast

■ Turn to supplement page 6

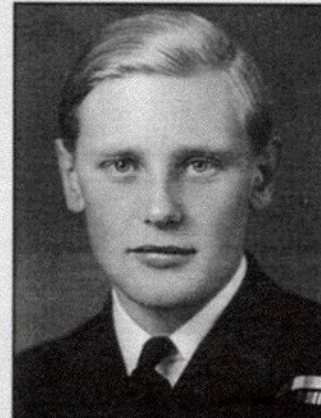
**H**MS JAMAICA, one of the most active warships in the first months of the Korean War, was not originally meant to be in those waters.

Her chaplain, the Rev. Raymond Lowe, recalls that she had been sent from the West Indies station in 1949 to replace HMS London, which had been badly damaged during the Yangtze Incident.

At first, Jamaica's change of programme seemed to bring recreational benefits on Admiral Andrewes's flag-showing deployment around the Far East. Then, two days into a journey to establish a refuelling and recreational base in Japan, Jamaica found herself suddenly at war.

With the American flagship USS Juneau and in company with the frigate HMS Black Swan, Jamaica was the first British warship to enter Korean waters after the communist invasion. Her orders with the rest of the group were to bombard east-coast roads being used by the North Koreans.

In those first few days the Navy men saw signs of the savagery with which the war was to be fought. Raymond Lowe remembers: "On the way to our designated operations area, we passed a stretch of water in which were large numbers

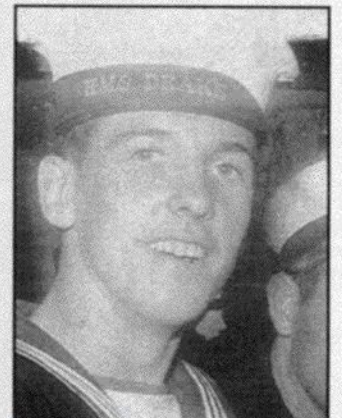


● **Lt Tim Fetherston-Dilke** – chose HMS Jamaica's targets.

of corpses tied in pairs. I do not know who these people were, but the stink was nauseating."

Near the 38th Parallel, the combined force began shelling a coastal railway line with uncertain results, as trains tended to shelter in the tunnels cutting through the Korean hills. One of Jamaica's officers was 24-year-old Lt (later Cdr) Tim Fetherston-Dilke. He remembers that on the day following her initial bombardment, the cruiser closed in for "another go".

"Our Type 293 radar operators saw nothing on their screens, when suddenly our look-outs sighted North Korean E-boats heading out from the coastline."



● **LS John Wade** – under air attack in HMS Black Swan.

All three UN warships engaged the smaller vessels with 6in, 4in and close-range weapons. Of the six attacking boats, five were sunk. "My recollection is that we picked up two survivors from the sunken boats," said Cdr Fetherston-Dilke. "After that encounter, we did not close the coastline quite so closely by day."

He was given the task of choosing a suitable night target, and set Jamaica's sights on the communist-occupied road and rail junction of Yangyang, near the 38th Parallel:

"I passed the initial range and bearing of our target to the bridge

■ Turn to supplement page 5

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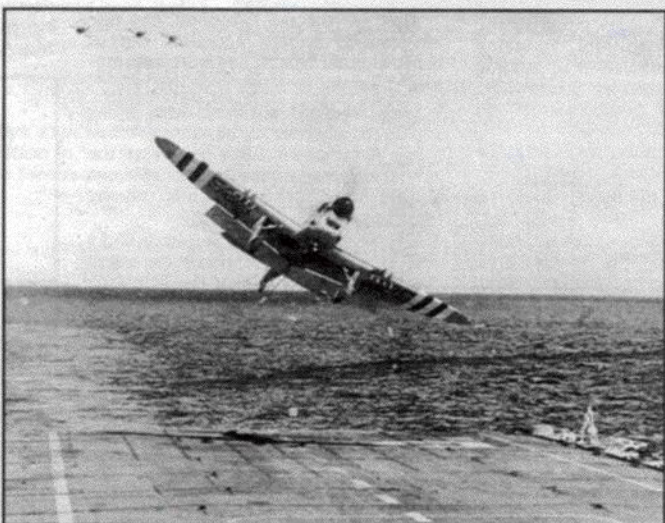
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● **A F4U Corsair fighter-bomber about to land on HMS Triumph after an armed reconnaissance mission over the west coast of North Korea in August 1950.**

Picture: IWM



# INCHON — MACARTHUR



● MacArthur watches his masterstroke put into effect from the bridge of his HQ ship at Inchon, USS Mount McKinley. Picture supplied by Edward Oates

**A**S BOY Seaman James Irvine scanned the enemy shoreline in Korea on yet another bleak, damp dawn, he thought it the most desolate place in the world.

In his ship, the frigate HMS St Bride's Bay, news was filtering through to the lower deck that the Yanks were planning a landing at Inchon. Steel helmets and anti-flash clothing had been issued and gun practice became intensive, interminable.

With its tidal peculiarities and enclosed waters, the west coast port of Inchon was an unlikely place for a landing. Architect of the scheme, General Douglas MacArthur, knew it. His staff knew it, and several of them had said so. Now on board his command ship the USS Mount McKinley, he was gambling that the North Koreans knew it, too, and would not be present in force.

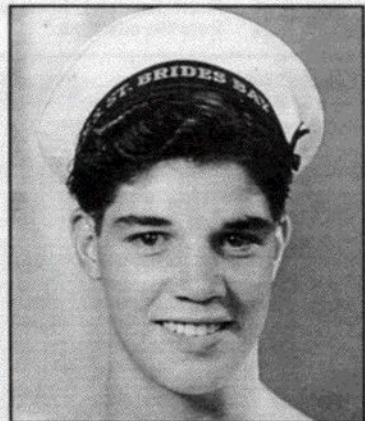
MacArthur believed that his invasion plan, Operation Chromite, could win the war for the United Nations at a stroke. But there were several hurdles to overcome. One was that the communists would detect the fleet movements in time to reinforce their men on the heights overlooking the landing areas.

And if that didn't happen, how could they be persuaded not to take the hint when US marines hit the beaches of an offshore island a full 11 hours before the main assault on Inchon itself? The island, Wolmi-do, commanded the narrow approaches to Inchon and its capture at dawn on D-Day – September 15 – was a vital preliminary to the landings, which due to tidal conditions could not be made until just two hours before dark.

It was essential that the communists' eyes should be focused elsewhere – around the Pusan perimeter where

General Walker's Eighth Army would strive to keep them busy, and on the east coast of Korea, which was more suitable for a landing and where raids by special forces were designed to reinforce that calculation.

Among the ships which took part in those raids was the sister ship of the St Bride's Bay, HMS Whitesand Bay, whose shallow draught made her ideal for the task. At first the frigate supported landings by South Korean regular forces and guerrillas who, dressed as



● James Irvine – he would never forget the spectacle.

fishermen, went ashore from motorised junks.

An AB gunner in the Whitesand Bay, Tom Naish, used to watch the progress of the raids through his 4.5in gunsights. "They took about two to three hours, and when they returned from their targets, villages were mainly left on fire and most of the enemy killed. But we noticed that the South Koreans brought out young women – and cows, tied up with rope and towed behind the junks!"

There were also signs that the North Koreans were ruthless in their treatment of civilians in the villages they entered. "Within days of their raids we would find the people that had escaped



● The port and town of Inchon under seaborne and aerial attack. Picture supplied by Edward Oates

on all sorts of things that would float," said Tom. "Working with an interpreter, we sorted them out to be put on a friendly island."

At the end of August, the Whitesand Bay was ordered to Japan as the first stage of a vital role she was to play to draw the enemy's eyes away from MacArthur's planned invasion target of Inchon.

At the naval base of Sasebo, the frigate embarked US Special Forces, who with a small, 14-man group from 41 Cdo Royal Marines – Poundforce – would mount a diversionary raid in the Kunsan area two days before the Inchon landings.

The Americans seemed to make Tom's X-turret deck their home on board where they shared their K-rations with the British sailors – burgers and biscuits, peaches in syrup, and ice-cream, finished off with a couple of Lucky Strike cigarettes.

Rubber boats were prepared for the raiders, and when the Whitesand Bay arrived off the target beach, the commandos struck out for shore at Zero Hour.

Under the full moon, Tom followed their movements through his gun binoculars. "They ran up the middle of the beach in their normal, gung-ho way, but just before they reached the rocks all hell broke loose with machine-gun fire."

The raiders ran back towards the boats, some of which had been punctured by enemy fire. "Most of the equipment was dumped and they hurried back to our ship." The British frigate was now herself under threat of fire and prepared to get under way. As she did so, Tom spotted a rubber boat tied to the quarterdeck with one of the US Marines still lying in the bottom.

Jumping into the boat, he lifted the man on board the frigate with the help of a shipmate, just as the ship's propellers began turning.

"That night we buried two of the American Special Forces over the stern,

and the day after that the rest of them were taken off by landing craft," he recalls.

Soon the Whitesand Bay was off Inchon, where Tom got another grandstand view as "all hell broke loose" when the big ships began their bombardment.

On board the St Bride's Bay, James Irvine was at his action station as starboard look-out on the bridge as the coast at Inchon was illuminated by flares and starshell. He watched hun-



● Boy Seaman Ron Godsall – killed in a communist air attack on HMS Jamaica.

dreds of launches and landing craft scuttling about amid the dim silhouettes of the transports and rocket-launching craft. He would never forget the spectacle of the invasion fleet crowding the small inlet.

"Alongside the transports, soldiers with all their combat gear clambered down the scrambling nets into the pitching craft below. As the first waves of landing craft headed for the beach (this must have been on Wolmi-do island), the gunfire suddenly stopped."

From his vantage point, James saw a UN patrol craft destroyed by the fire of enemy shore batteries. Most of the survivors took to the life rafts while others clung to the upturned hull, watching the procession of landing craft pass by. Meanwhile, about 50yds astern, an assault craft also lay bottom-up, but with no trace of survivors.

Of the bigger ships, the cruiser HMS Kenya had been among those bombarding the Inchon area for the previous two days, expending over 750 rounds of 6in ammunition. Using US and British spotter aircraft she had despatched several enemy guns and installations with no loss to herself – with the exception of much of the crockery she had bought a few days earlier in Japan.

It could have been

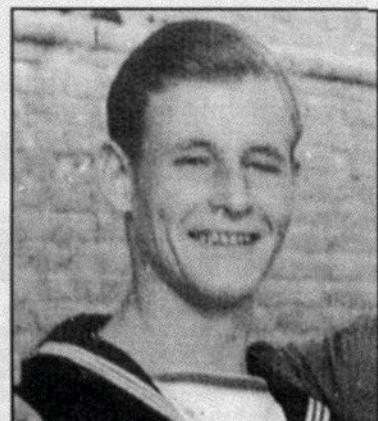


● A Royal Navy air reconnaissance photograph showing a ship advancing inland past burning T-34 tanks on the Inchon-Seoul road.

worse, especially as she encountered a minefield on her approaches to Inchon, the only countermeasure available being the guns of escorting destroyers.

Her role won for her a commendation from Rear Admiral J. M. Higgins, the US commander of the 5th Cruiser Division. He told Kenya that her "outstanding conduct and worthy accomplishments... were an immediate, major contribution to the war effort."

Jamaica, too, was in the thick of it, again. On board, Ordinary Signalmann



● Dick Bedford – he dived for cover as the Yak strafed the ship from stern to stern.

Dick Bedford was not at his usual action station as dawn broke on D-Day. Jamaica was at anchor, and as the weather the previous night had been poor, cable had to be taken in for three days' firing. Dick Bedford was a member of the six-strong cable party with the task of signalling by hand flags the number of shackles of cable that had been brought in.

On the bridge, Lt Tim Fetherston-Dilke surveyed the port of Inchon through his binoculars. It was worrying that the hills around the coast blinded the ship's air-warning radar.

Then, as the sky lightened, two piston-engined aircraft appeared out of the low cloud base. They were communist Yaks.

Dick Bedford watched them flying across the anchorage, heading towards a big American cruiser ahead of the Jamaica. He saw what looked like two bombs being dropped, both missing their target.

Boy Seaman Michael Stephens had a perfect view from his perch on a gun direction seat, as one of the attackers turned away and the other headed for the British cruiser. "He came in on our port quarter at an altitude of about 100ft, and about 50ft off our side and proceeded to strafe our port side from stem to stern."

The ship's 4in guns were not able to engage the fast, low-flying target, but the cruiser's pom-poms and Bofors guns were.

The cable party stood in astonishment until they saw cannon-shell



● HMS Whitesand Bay – fulfilled a diversionary role, and (right) AB gunlayer Tom Naish in the US Marine Corps jacket he acquired.



splashes after par one div threw hi only a fo others s behind t

Can where stand through mess with chapl Lowe, events graph

As the Michael blue flar "The ne flaming him. He our bow remain side, w underca

It wa Fetherst was able broadca bogey."

There that day ing that in the li only to canvas d

Not e Seaman crew of with th severely to the where recalls due to jo

It was the war aircraft. that Jar Capt F receive, downed by no MacArt

● F 6in del



# 'S GAMBLE



American armour and troops  
ul road.

Picture: IWM

in the water just level with the  
t of the bridge, and then every-  
ed for cover. Dick Bedford  
himself behind a metal casting  
not high and flattened himself;  
printed 15yds to take cover  
the ship's forward gun turret.

on shells hit the bridge  
Tim Fetherston-Dilke was  
ing; splinters passed  
h into the Royal Marines  
deck; tracer bullets came  
three feet of the ship's  
ain, the Rev Raymond  
as he was broadcasting  
s over the 'tannoy tele-

aircraft passed down the ship.  
Stephens could see white and  
mes spurting from the wings:  
xt I saw, he was tumbling into a  
dive with bits spraying from  
hit the water just forward of  
and the only recognisable part  
ng, bobbing down our starboard  
as his starboard wheel and  
rriage leg."

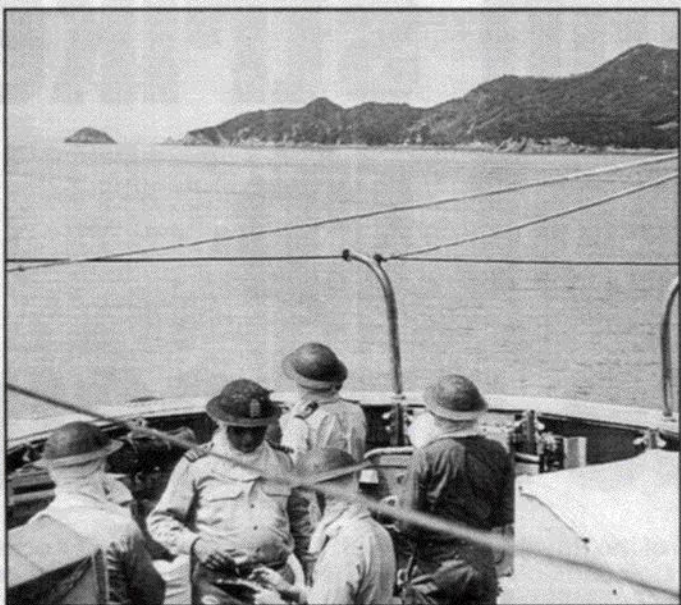
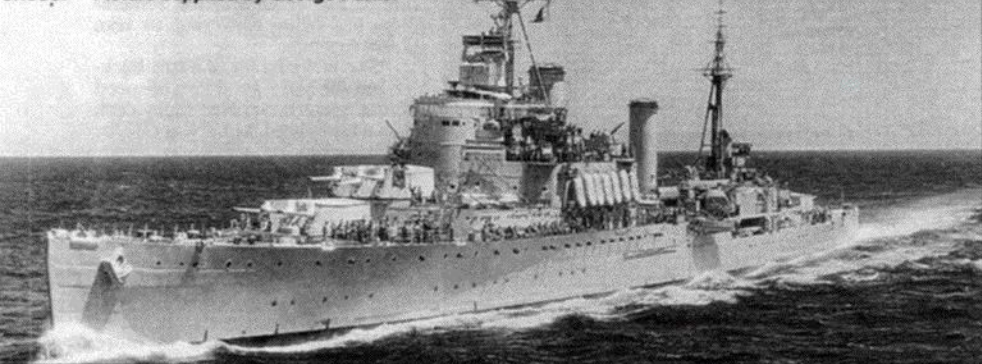
as the only time in Tim  
on-Dilke's Naval career that he  
to pick up his microphone and  
st to the fleet: "Splash one

ere were many narrow escapes  
on board the Jamaica - includ-  
of a sailor who, finding himself  
e of fire, ducked behind cover,  
find that he'd dived behind a  
lodger (or screen).

everyone was as fortunate. Boy  
Ron Godsall, a member of the  
the multiple pom-pom credited  
e aircraft's destruction, was  
wounded. He was transferred  
hospital ship USS Compassion  
he later died. Dick Bedford  
hat Godsall's brother had been  
oin the ship two weeks later.

believed to be the first time in  
that a ship had shot down an  
Raymond Lowe remembers  
maica's Commanding Officer,  
A. Ballance, was astonished to  
as a souvenir, the wheel of the  
Yak. The tyre had been signed  
less a figure than General  
hur.

HMS Kenya expended over 750 rounds of  
ammunition in 'softening up' the Inchon  
ences. Picture supplied by George Punter



● The entrance to Inchon viewed from the bridge of HMS Belfast  
(CO, Capt Sir Aubrey St Clair-Ford). Picture supplied by J. A. Newby



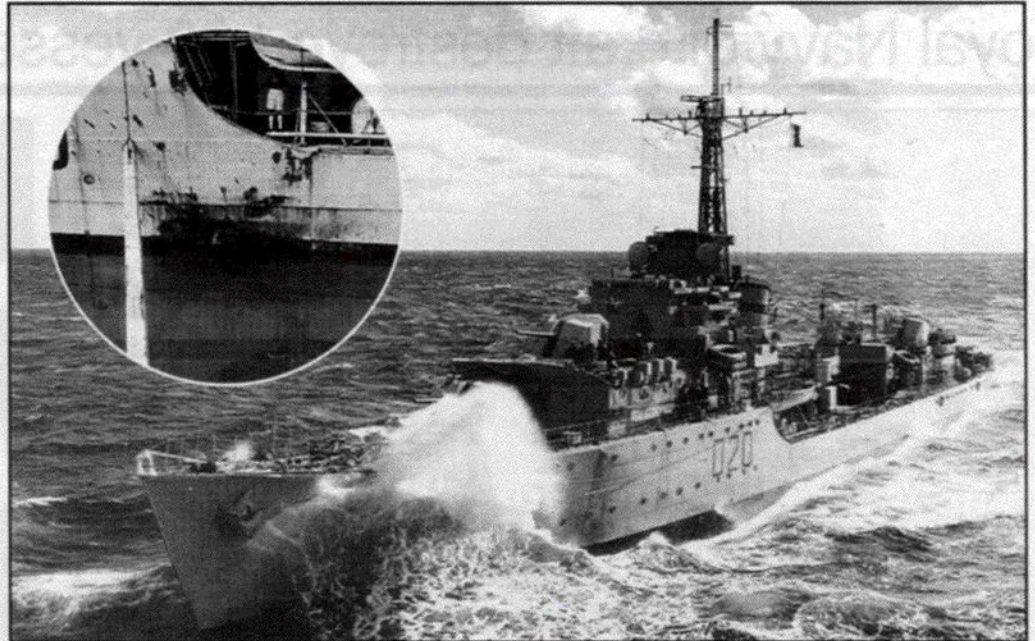
● Royal Marines commandos embarked in a US landing craft for a  
raid on enemy installations. Picture: IWM



● By dawn's early light - American landing craft at Inchon.  
Picture supplied by Dick Bedford



● The Executive Officer of HMS Kenya inspects an enemy gun  
knocked out by the cruiser's bombardment. Picture: IWM



● From supplement page 3

and the transmitting station for our  
main armament. Seconds later, the  
Captain gave the order to engage,  
and off went a broadside of eight  
6in shells. We had hit the power  
station, and the lights of Yangyang  
went out."

A day or two later, on July 8, the  
ships resumed their train-busting,  
but by now the North Koreans had  
moved an artillery battery into  
position. It was to lead to the first  
British casualties of the war at sea.

On board Jamaica was a  
group of soldiers who as a  
treat had been allowed to  
join the ship for her Far East  
cruise. Apparently they had  
been given the opportunity  
to return to their base when  
the orders changed, but they  
had chosen to stay.

"As we were so undermanned,  
these lads finished up by (very  
capably) manning H1 and H2 4in  
guns," said Michael Stephens, one  
of the Jamaica's boy seamen. When  
the communist guns opened up  
they straddled the cruiser, one shell  
hitting the base of the 18in wide  
mainmast and showering the H1  
gun crew with splinters.

Five of the soldiers and one  
sailor - AB John Mawdsley - died,  
and five others were wounded.

"Never have I felt a cruiser  
accelerate from 10 knots to near 31  
knots quite so rapidly," said Tim  
Fetherston-Dilke.

The duty of conducting the  
funeral at sea fell to Raymond  
Lowe who remembers having to  
perform the sad ceremony while  
the cruiser steamed at high speed  
because she was within range of  
land-based enemy aircraft.

Jamaica was not the only British  
warship to come under effective  
attack that summer. The destroyer  
HMS Comus had been involved in  
screening HMS Triumph and, from  
the outset, in coastal bombardment  
of the Korean east coast.

Then, on August 23, while  
patrolling inshore on the west  
coast, she was attacked by two Yak  
fighter-bombers. One of the bombs  
exploded close on the ship's port  
side, tearing a hole in the hull just  
on the waterline. Although not as  
destructive to life and limb as the  
attack on the Jamaica, it proved to  
be one of the most damaging in  
material terms to any British vessel  
engaged in Korea.

The forward boiler room was  
holed and had to be flooded, recalls  
Lt Cdr Richard Read, who at the  
time was Comus's Assistant  
Gunnery Officer. "The only casualty  
was a leading stoker mechanic  
who had gone to start up the auxil-  
iary generator in the boiler room at  
the sound of the action-stations

● HMS Comus pictured from the aircraft carrier HMAS Sydney and  
(inset) a dry-dock photograph, supplied by Richard Read, of the  
hole torn in her hull by an enemy bomb.



● Lt Richard Read - Assistant  
Gunnery Officer of HMS  
Comus.

gongs. His body was recovered by  
the Engineer Officer using diving  
apparatus, and he was buried at sea  
with full military honours." Comus  
was able to return under her own  
steam for repairs in Japan.

During this period Black Swan -

**'The inside of our  
turret sounded  
nothing less than  
a madhouse.  
Everyone was like a  
raving maniac, with  
sweat dripping off  
us, our clothes  
soaking wet...'**

inevitably known to her ship's com-  
pany as the Mucky Duck - also had  
an air encounter. She was bom-  
barded a harbour installation  
when LS John Wade noticed two  
planes apparently dropping bombs  
over the area: "The aircraft then  
turned towards us and to our  
amazement and consternation  
started to strafe the ship with can-  
non fire."

Fortunately there were no casu-  
alties and the fighters headed off  
without attacking again - and a dis-  
turbance suspicion took root in the  
ship. "We were informed that we  
had been attacked by two enemy  
aircraft," said John, "but to this day  
I wonder if we were perhaps the

victim of what is now known as  
'friendly fire', and perhaps the  
pilots thought we were firing at  
them."

Later, John found himself  
involved in a covert operation when  
he volunteered to act as second  
coxswain in one of Black Swan's  
boats which had to recover an  
American agent from behind the  
lines:

"I agreed to go provided the  
motor cutter and not the whaler  
was used, as I didn't fancy the idea  
of pulling an oar when someone  
may be firing bullets in my direc-  
tion..."

"At dusk we set off, not without  
some trepidation, with a look-out  
armed with a Bren gun stationed in  
the bows. The phosphorescence  
was cascading all around the boat,  
and this gave the impression that  
we must be seen for miles.

"Suddenly there was a  
loud splash from forward,  
but we needn't have worried  
- it was only our intrepid  
bowman letting the spare  
barrel of the Bren fall over  
the side."

As the boat approached the  
shore a pre-arranged signal was  
flashed to the spot where the agent  
was supposed to be waiting - but  
there was no reply and the boat  
returned. "We never found out the  
fate of the agent, but hoped that  
he'd been successfully recovered."

Among the other warships tak-  
ing part in the bombardment and  
blockade of both the east and west  
coasts in those first weeks of the  
war were the cruisers HMS Belfast  
and HMS Kenya.

In five days of action off Korea  
in July, 1950, the Belfast, wearing  
the flag of Admiral Andrewes,  
wrecked harbour installations, fac-  
tories, roads, an ammunition  
dump, and military hardware - and  
took part in an intense bombard-  
ment of the militarily important  
town of Yongdok.

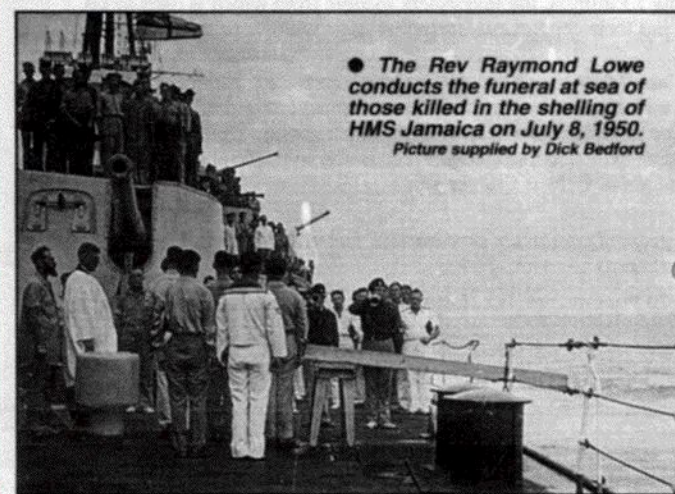
At the time, a gunner in the  
Belfast, AB John Gay, gave this  
account of what it was like to work  
the cruiser's 6in guns after an  
hour's heavy bombardment:

"The inside of our turret sound-  
ed nothing less than a madhouse.  
Everyone was like a raving maniac,  
with sweat dripping off us, our  
clothes soaking wet, and every time  
those breeches flew open, ready for  
the next shell there would be a  
great blast of hot air - just like oven  
doors opening, only hotter. Every  
time my ramrod met the breech she  
sizzled like mother's frying-pan."

In August - after plucking  
a downed US aircrewman  
from the sea - HMS Kenya  
co-operated with the  
Canadian destroyer HMCS  
Athabaskan and a force of  
ROK ships in clearing commu-  
nists from the island of  
Takuchaku To, leading up to  
the port of Inchon.

The Kenya noted that many  
civilians took the brunt of the  
ROK's softening-up bombardment,  
leaving the cruiser's medical teams  
to give emergency aid. Sadly, there  
was little that could be done for at  
least one small child, injured with  
her mother. The little girl died on  
board and was buried at sea, while  
her young mother was landed at  
Sasebo in Japan for treatment.

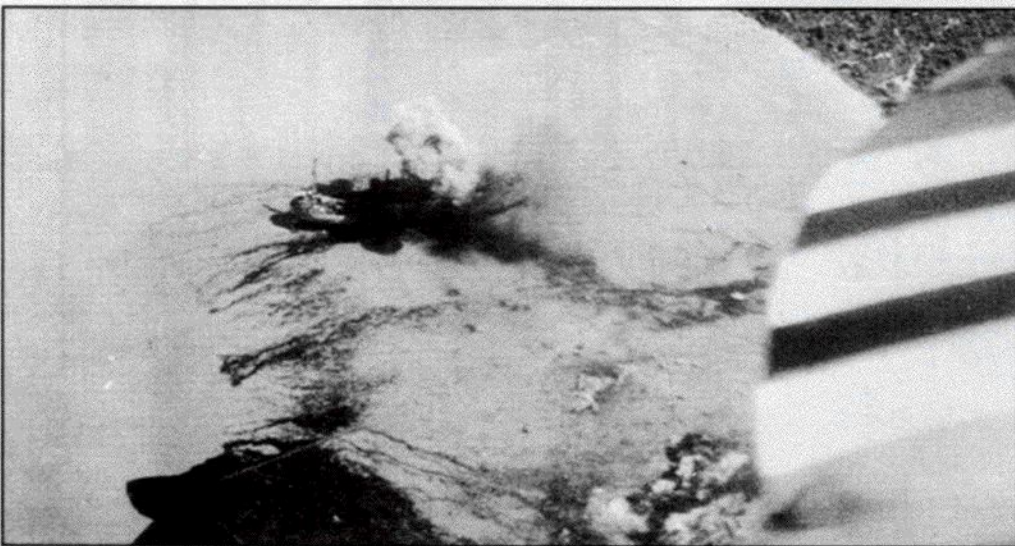
The men of the Royal Navy were  
beginning to see the horrors of the  
war at close quarters...



● The Rev Raymond Lowe  
conducts the funeral at sea of  
those killed in the shelling of  
HMS Jamaica on July 8, 1950.  
Picture supplied by Dick Bedford



# Royal Navy aircraft destroyed 30 vessels in three days of coastal sweeps



● A rocket fired by a Seafire scores a direct hit on an enemy vessel lying close inshore during a coastal sweep by HMS Triumph's aircraft in August, 1950. The wing of the Seafire from which the photograph was taken is in the right of the frame. Below, Seafires of 210 Naval Air Squadron from HMS Theseus overfly Canadian destroyer HMCS Nootka while returning from a raid. Pictures: IWM



## How Fleet Air Arm strikes kept up the pressure

**F**IRST of the Royal Navy's aircraft carriers in action off Korea was the 18,000-ton Colossus-class vessel HMS Triumph equipped with Seafires – navalised Spitfires – and Fireflies, fighter-bombers which had formed the mainstay of the British Pacific Fleet in the closing stages of World War II.

Also forming part of the ship's equipment was the Sea Otter, a biplane amphibian which acted as the carrier's air-sea rescue aircraft and mail plane. David Gillard, a leading air mechanic in Triumph at the time, recalls that in a gale the ship had to slow down to allow the ancient-looking Otter to catch up.

The age of the helicopter was approaching – the US Navy was operating them from their carriers – yet the lumbering Sea Otter could still be an effective life-saver as one downed American pilot was able to testify after being plucked from the sea by the biplane off the communist-held coast.

Another sailor in Triumph, Alan Eyre, remembers the disparity in US and British equipment being

highlighted during a tour of the carrier while she was at her Japanese base of Sasebo. The Americans were amazed at the crudeness of British air detection radar. "They thought we were hiding something when taken to see the old 281," he said.

Though approaching obsolescence, the Seafires and Fireflies proved effective complements to the US Navy's Panther jets, Skyraiders and Corsairs in wide-ranging attacks on airfields and the infrastructure supporting the advancing North Korean forces in 1950.

Triumph's Second Commission book tells of sweeps in which almost anything that could have been of use to the communists was attacked, and how North Korean camouflage skills were appreciated when the occasional haystack blew

up on being strafed.

With the land campaign in crisis, the British carrier joined the naval blockade of the Korean west coast at the beginning of August, co-operating with small vessels of the ROK forces to attack craft sailing in inshore waters too shallow for destroyers and frigates.

The final link in the three-year blockade had been forged with Triumph's Seafires and Fireflies probing every inch of coast almost up to the 38th parallel, and intruder aircraft maintaining the pressure at night.

During the first three days of the operation British aircraft destroyed almost 30 vessels which until then had been reaching enemy lines undetected. As well as that task, Triumph spotted for cruisers on bombardment missions and conducted aerial reconnaissance which proved invaluable in subsequent operations.

There was close co-operation with the USN, though on at least one occasion there was potentially deadly confusion. A Seafire, scrambled to investigate an unidentified aircraft, encountered an American bomber, which took the fighter for a communist Yak – and promptly shot it down. Fortunately, the pilot was able to bale out and, though badly burned, was rescued and hospitalised in Tokyo.

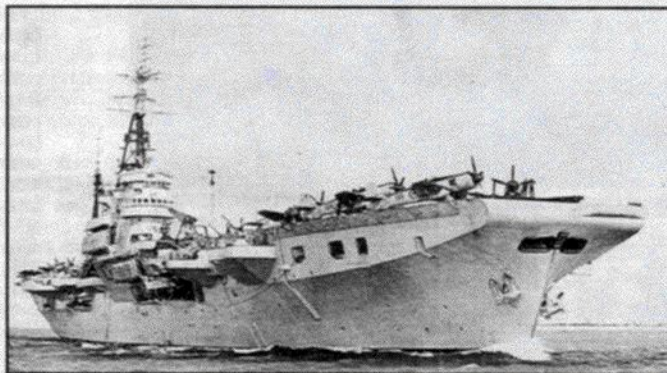
Alan Eyre remembers the incident: "Rumour was our pilot said that he flew alongside and waggled his wings, but the Americans said that he approached their aircraft out of the sun. Afterwards, whether because of that incident or because of the Inchon landings, our planes were decorated with black-and-white stripes as used for the D-Day landings in France."

As well as fulfilling their primary role, aircraft carriers were proving useful in other ways. HMS Unicorn doubled up as a troopship, taking some of the first British soldiers to Korea.

They embarked at Hong Kong and included the headquarters of 27 Brigade. And in Portsmouth, Rex Bussey, who had just joined the carrier HMS Warrior, remembers her being converted to take 2,000 troops:

"She looked a bit of a rust bucket, but she had a good turn of speed and a great crew. Her flight deck was a bit twisted, but it was OK for deck hockey."

Soon after the Inchon landings, Triumph was relieved on station by HMS Theseus – equipped with more up-to-date Sea Fury fighters as well as Fireflies. Her seven-month deployment covered the most harrowing period of the war, and her 3,446-sortie mission – which will be covered in more detail in Part 2 of this supplement – won for her the Fleet Air Arm's top award, the Boyd Trophy.



● HMS Theseus – her aircraft made more than 3,400 sorties . . .



. . . but not without mishap.

Pictures supplied by E. A. Williams

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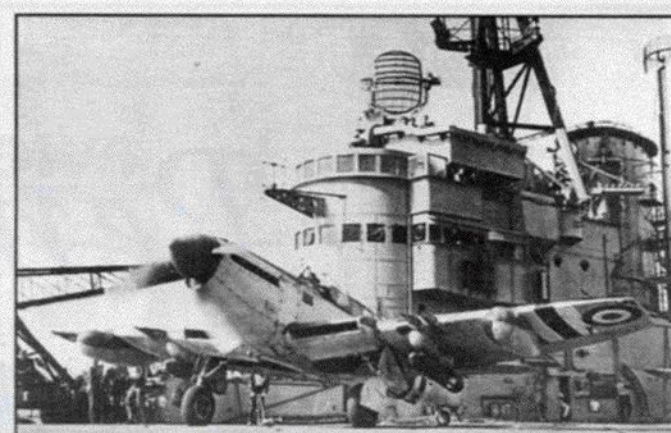
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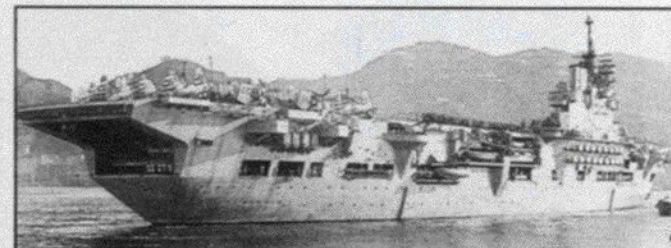
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● Air assault on North Korea. An attacking Firefly can be seen at top right. Picture: IWM



● A Firefly prepares to take off on a bombing raid – in this case from HMAS Sydney. Picture: IWM



● HMS Unicorn – she was used to ferry troops to Korea. Picture supplied by Lt Col H. R. Jeffes (ret'd)

**PART 2 OF THIS SUPPLEMENT WILL APPEAR IN OUR JULY ISSUE**

## 'THE NASTIEST LITTLE WAR THIS CENTURY'

■ From page 3

blockade, and which, with the USN fulfilling a similar role on the eastern side, would form one of the Royal Navy's main contributions throughout.

Eventually, this British force would include the air strength of up to two carriers in rotation. The first was HMS Triumph which, with 12 Seafires and nine Fireflies, launched her first 'hot war' attack for five years. The target: Kaishu airfield 120 miles distant. The raid left it obscured by black smoke.

Those were among the first of over a million sorties flown by UN aircraft over the next three years – amounting to an average of almost 1,000 a day, 300 of them by carrier-based aircraft, and most in support of ground troops.

Although the war on land would be subject to a deadly seesaw of victory and defeat, from the very outset the US and Commonwealth forces established air superiority and total command of the seas, allowing their aircraft carriers and other vessels to operate relatively close inshore along Korea's craggy, island-strewn coast, and often within range of enemy shore batteries.

Not only was this dominance decisive in maintaining seaborne air support and – where possible – big-gun cover for UN land forces, but it made reinforcement and supply of the Korean peninsula a vitally uninterrupted operation. As precarious as their position was at times, it is unlikely that the UN troops would have been able to hold on in Korea under the additional strain of uncertain resupply.

In July and August of that year, the position of the UN's land forces, mainly US and ROK, was at crisis point. The first US combat troops – the 24th Division –

arrived in Korea on July 1. They were soon in action, but with the surviving units of the ROK army were steadily pushed back by the more determined North Koreans, who even managed to capture the US divisional commander, Major-General William Dean.

Two more divisions from Japan quickly reinforced the 24th, but all three were forced to continue their retreat southwards throughout July.

On July 13, US force in Korea, soon to be bolstered by fresh Divisions and contributions from

effort to break through. But Walker had been further reinforced and, in fact, his forces now outnumbered the North Koreans facing him – although at the time the poor Allied intelligence which was a characteristic of the war had not divined the fact.

The stiffening resolve of the perimeter's defenders, and continual air attacks on the overstretched, spent enemy stabilised the situation into stalemate.

Among the reinforcements to arrive in Korea in July were the 300 officers and men of the hastily formed 41 Independent Commando Royal Marines, its members being coastal raiding specialists under Lt Col Douglas Drysdale RM who had led a Commando against the Japanese five years before.

Clothed and equipped by the Americans – though retaining their green berets – they spent the early autumn conducting sabotage raids on the coast of North Korea, being landed by US and Royal Navy vessels to blow up railways. Throughout these operations they lost only two men killed.

Deadlock on the Pusan perimeter, and the demoralised state of US forces there, persuaded MacArthur that a new, bold initiative was necessary to release the Communist stranglehold. He would mount an amphibious operation on the west coast, as close to Seoul and the 38th parallel as possible, thus turning the North Korean flank and winning the war at a stroke.

It was indeed a bold plan – some believed foolhardy – because the US forces were ill-prepared for what looked likely to be an opposed landing, one of the most difficult military operations as well as appreciated by those military minds who had relatively fresh experience of Salerno, Anzio, the Pacific islands campaign. And, of course, Normandy which took years of planning.

MacArthur wanted the landings that autumn, at the port of Inchon. The location, in itself, presented difficulties. Strength of resistance would be uncertain, and all MacArthur could send ashore would be two Divisions – 1st Marines and 7th, forming the new X Corps under Lt Gen Edward Almond.

In addition, the landing area was overlooked by steep hills, and X Corps would have to take an offshore island which commanded the approaches to Inchon a full 11 hours before the main assault, unavoidably giving the enemy prior notice of intentions.

There were fierce currents in the approach channel, and Inchon's 32ft tidal range meant that there were only three dates that autumn when the tide would be high enough to give the big landing craft just three hours ashore. And the landing had to

**'The Fleet units under your command... have added another glorious page to the long and brilliant history of the navies of the British Commonwealth'**

– Gen Douglas MacArthur

the Commonwealth and other nations, were formed into Eighth Army under the command of General Walton Walker.

By the end of the month Walker had established a position he felt he could defend – the Pusan perimeter comprising the south-east corner of the peninsula including the south-coast port of Pusan. The perimeter itself was 130 miles long and was anchored on favourably defensive terrain, principally the Naktong river.

Throughout August the North Koreans made heavy attacks in an



## Ceylon brings first UK troops

THE FIRST British troops arrive in Korea. They had been hastily embarked in the cruiser HMS Ceylon at Singapore and on August 29 were landed by her at Pusan.

It was a ceremonial entry which must have bemused the beleaguered Americans who were there to see it. The soldiers were from 1st Battalion Argyll & Sutherland Highlanders, and their standard flew from Ceylon's peak while

their pipers played standing on Y turret. Meanwhile, on the jetty, a Korean band, a US band and a children's choir took turns to perform. The show went on during the four hours it took to disembark the troops and their stores.

Having delivered her human cargo, Ceylon's west coast patrol began a week before the Inchon landings, for which she protected the approaches.

Picture supplied by R. K. J. Nix

take place barely two hours before darkness impeded further advance. The landing force would number 70,000. The population of Inchon was 250,000.

In an attempt to keep the communists guessing, diversionary raids were ordered on more likely landing sites on the east coast. Joining US Special Forces in that venture on September 12-13 were 14 men of 41 Cdo who, under Lt E. G. D. Pounds, were dubbed 'Poundforce'. Two days later, on September 15, they landed with the Americans at Inchon.

The British cruisers HM ships Jamaica, Ceylon and Kenya formed part of the bombardment force for the landings, while Triumph provided spotter aircraft for their guns. The Royal Navy's destroyers and frigates carried close and outer screening duties.

The success of the British bombardment – which destroyed several enemy guns ashore – was recognised by a typically robust signal from MacArthur to Admiral Andrewes: "My heartiest congratulations on the splendid conduct of the Fleet units under your command. They have added another glorious page to the long and brilliant history of the navies of the British Commonwealth."

For all its scratch planning and uncertainties, the landing at

Inchon was a remarkable success, principally because the area, as it turned out, had not been held in any strength.

The two US regiments that spearheaded landings lost only 20 killed and 180 wounded. The gamble had come off, and Inchon proved to be a MacArthur masterstroke. It was to be his last.

Seoul quickly was recaptured – it changed hands a devastating four times during the war – and the outflanked North Korean army, overstretched and weakened by its prodigious advances of the summer, and the fighting around Pusan, was sent into headlong retreat back across the 38th parallel.

There the war could have rested, and the USA and her allies could have argued that the UN resolution of the previous June had been fulfilled. But that would have been reckoning without MacArthur, the hero of the hour, and other hawks in the US military and body politic.

After all, the North Korean army, though defeated, had not yet been destroyed, and now MacArthur, on his own initiative, told them to lay down their arms – or else. That they would not do,

and MacArthur knew it. He presented Washington with a fait accompli and went in hot pursuit of Kim Il Sung's crushed but defiant army across the 38th parallel.

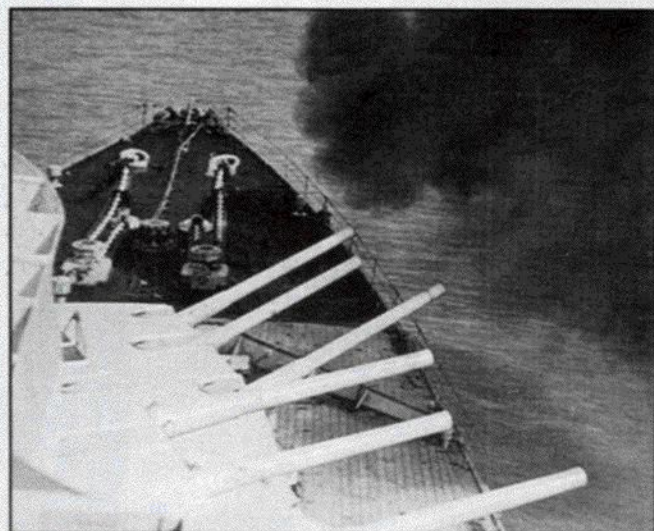
That set the alarm bells ringing in Peking, which was already incensed by the deployment at the end of June of the US Seventh Fleet to protect Chang-Kai-Shek's Nationalist island stronghold of Formosa (now Taiwan) against possible Chinese attack there.

Washington had throughout the crisis believed that the Chinese were acting in concert with the North Koreans, although 50 years on, several historians have cast doubt on whether that was so before MacArthur entered the North.

In any event, Peking used its diplomatic links in India to warn America that it would not countenance US troops in North Korea and on the Yalu river which formed the border between North Korea and China.

Ignoring the signals, the UN command continued to pursue its broken enemy, taking the North Korean capital of Pyongyang on September 19 and pressing on towards the Yalu – a movement that would prove to be one of the greatest miscalculations of the war.

■ To be continued in Part 2



● HMS Belfast's 6in guns speak out at Inchon.

Picture supplied by J. A. Newby



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